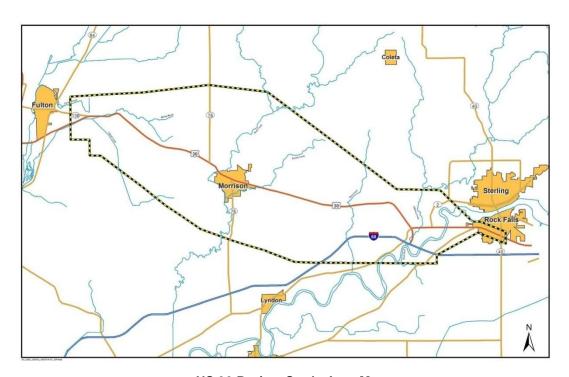


# STAKEHOLDER INVOLVMENT PLAN









**US 30 Project Study Area Map** 

### STAKEHOLDER INVOLVEMENT PLAN

# US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT

# August 2012

1<sup>st</sup> Version: August 2007 2<sup>nd</sup> Version: December 2008 3<sup>rd</sup> Version: September 2010

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#### 1.0 PROJECT DESCRIPTION

US 30 is a major east-west connector in northern Illinois and serves as a primary link between lowa and northeastern Illinois. This route was America's first coast-to-coast highway and is also known as Lincoln Highway. The need to improve the existing US 30 was identified decades ago.

In 1967, the Illinois Department of Transportation (IDOT) singled out the need for improvements to US 30 in their "Illinois Highway Needs and Fiscal" report. In 2002, IDOT initiated an engineering study to evaluate the feasibility of an improved transportation system from east of Fulton to west of Rock Falls. After an extensive process of analyzing preliminary traffic reports, engineering data and public comments, IDOT determined that such enhancements are necessary to meet the growth and travel demands projected within the northwestern area of Illinois. Since the completion of the Corridor Study in 2006, the project has continued to receive support from the public, special interest groups, federal, state and local leaders, regional chambers of commerce and economic development agencies. This continued support has resulted in federal funds being dedicated and programmed for an Environmental Impact Statement (EIS) and Phase I Design Report.

The proposed project is located in Whiteside County from IL 136 and Frog Pond Road, east of Fulton, to IL 40 in the city of Rock Falls. The study area is approximately 24 miles long and 10 miles wide which include six townships (Fulton, Ustick, Union Grove, Mount Pleasant, Hopkins, and Coloma) and the communities of Fulton, Morrison, Rock Falls, and Sterling. The city of Fulton resides west of the project's western terminus of IL 136 and Frog Pond Road. Traveling east, the existing US 30 bisects the city of Morrison, which resides in the center of the project study area. Continuing east, the project limits extend to IL 40 in the city of Rock Falls and provides the eastern terminus for the project. The project study area consists of large areas of agricultural land interspersed with rural farmsteads.

#### 2.0 PURPOSE OF THE STAKEHOLDER INVOLVEMENT PLAN (SIP)

The Stakeholder Involvement Plan (SIP) is a document that is used as a blueprint for defining methods and tools to educate and engage the public and others throughout the project development process. This document is essential to accomplishing the goals of the Context Sensitive Solutions (CSS) process. The SIP is an "evolving" document and is subject to revisions by the Project Study Group (PSG) at any time deemed necessary by the project's progress.

The SIP identifies a listing of potential stakeholders (see **Appendix A**) and cooperating and participating agencies (see **Table 2**). In addition, the SIP sets the framework for how the joint lead agencies, the Federal Highway Administration (FHWA) and IDOT, will develop the project's National Environmental Policy Act (NEPA) process, as well as how the stakeholders and the public will interact with the joint lead agencies and provide input on the project as it moves forward. The joint lead agencies role will aid the PSG in adhering to all state and federal guidelines during the engineering and environmental study process.

The SIP goals and objectives are as follows:

- Identifies stakeholders to participate in the study process.
- Identifies the cooperating agencies (CAs) and participating agencies (PAs) to be involved in agency coordination.
- Identifies the roles and responsibilities of the joint lead agencies.
- Establishes the schedule and type of coordination efforts for engaging stakeholders, CAs, PAs, and the public.
- Defines the process for project development activities.

The coordination points and associated schedule to achieve these goals and objectives are shown in **Table 4.** 

#### 3.0 LEGAL REQUIREMENTS

This project involves integrating environmental values and public input into the planning and preliminary design. This process will be achieved by following all state and federal requirements pertaining to a transportation improvement of this magnitude. These requirements include the following: National Environmental Policy Act (NEPA), the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and Context Sensitive Solutions (CSS).

The FHWA and IDOT developed the Stakeholder Involvement Plan (SIP) to meet the requirements of CSS, and to address the Coordination Plan requirements of 23 USC 139(g) within the context of the NEPA process.

#### 4.0 NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

The FHWA and IDOT will complete an Environmental Impact Statement (EIS) for the US 30 project in order to satisfy the National Environmental Policy Act (NEPA) requirements. The NEPA process requires federal agencies to integrate environmental values into their decision-making process by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions. NEPA encourages early and frequent coordination with the public and resource agencies throughout the project development process.

Since the mid 1990s, Illinois has had a Statewide Implementation Agreement (SIA) in place that provides for concurrent NEPA and Section 404 (Clean Water Act) processes on federal aid highway projects in Illinois. The purpose of the SIA is to ensure appropriate consideration of the concerns of the U.S. Army Corps of Engineers (USACE), the U.S. Environmental Protection Agency (USEPA) and the U.S. Fish and Wildlife Service (USFWS) as early as practical in highway project development. The intent is also to involve these agencies at key decision points early in the project development to minimize the potential for unforeseen issues arising during the NEPA or Section 404 permitting processes. State highway projects in need of FHWA action under NEPA and a standard individual permit from the USACE under Section 404 of the Clean Water Act are processed under the NEPA/404 SIA. The process requires Signatory Agency concurrence at three key decision points in the NEPA process:

- 1) Project Purpose and Need
- 2) Alternatives to be Carried Forward
- 3) Preferred Alternative

FHWA and IDOT will seek Signatory Agency input and concurrence at these key decision points in conjunction with public and agency involvement through the CSS process at regularly scheduled NEPA/404 meetings.

# 5.0 SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU)

On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was passed into law which established additional requirements for the environmental review process for FHWA and Federal Transit Administration (FTA) projects (Pub. L. 109-59, 119 Stat. 1144, Section 6002; codified as 23 USC §139). The "environmental review process" is defined as the project development process followed when preparing a document required under NEPA, and any other applicable federal law for environmental permit, approval, review, or study required for the transportation project.

The SAFETEA-LU requirements apply to all FHWA and FTA transportation projects processed as an EIS, and therefore, the US 30 project is subject to these requirements. The 23 USC §139(g) requires the lead agencies for these projects to develop a Coordination Plan to structure public and agency participation during the environmental review process.

#### 6.0 CONTEXT SENSITIVE SOLUTIONS (CSS)

This project is being developed using the principles of Context Sensitive Solutions (CSS) per the IDOT policy and BDE Procedural Memorandum 48-06. "CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build, and maintain cost-effective transportation facilities that fit into the area's "context." Ultimately through meaningful communications with stakeholders, the goal is to identify projects that should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

The CSS approach will provide stakeholders with the tools and information they require to effectively participate in the study process including providing an understanding of the NEPA process, transportation planning guidelines, design guidelines, and the relationship between transportation issues and project alternatives. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the study process.

The goals defined by the CSS process during the study phase of this project are as follows:

- Understand stakeholder's key issues and concerns.
- Involve stakeholders in the decision-making process early and frequently.
- Establish an understanding of the stakeholder's project role.
- Address all modes of transportation.
- Apply flexibility in design to address stakeholder's concerns whenever possible.

<sup>&</sup>lt;sup>1</sup>Illinois Department of Transportation, "What Is CSS?,"n.d. <a href="http://www.dot.state.il.us/css/basics.html">http://www.dot.state.il.us/css/basics.html</a> (accessed July 2, 2012)

#### 7.0 PARTICIPATING AGENCIES AND PROJECT ADVISORY GROUPS

#### 7.1 Joint Lead Agencies

Per SAFETEA-LU, the joint lead agencies for this project are FHWA and IDOT. As shown in the table, FHWA and IDOT are responsible for managing the environmental review process and preparing the environmental document for the project.

Joint Lead Agency Roles & Responsibilities						
Agency Name	Role	Other Project Roles	Responsibilities			
FHWA	Lead Federal Agency	* NEPA/404 Agency * PSG	* Manage environmental review process * Prepare EIS * Provide opportunities for public and participating/cooperating agency involvement			
IDOT	Joint Lead Agency	* NEPA/404 Agency * PSG	* Manage environmental review process * Prepare EIS * Provide opportunities for public and participating/cooperating agency involvement * Collect and prepare transportation and Environmental data * Manage CSS process			

#### 7.2 Cooperating Agencies (CAs)

Per NEPA, a cooperating agency is any federal agency that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project. This could be a state or local agency of similar qualifications or when the effects are on lands of tribal interest, a Native American tribe, and may be a cooperating agency by agreement with FHWA and IDOT. By request of the lead agency, CAs are permitted to assume responsibility for developing information and preparing environmental analyses for topics which they have special expertise. Furthermore, without re-circulating, they may adopt a lead agencies' NEPA document when they conclude that their comments and suggestions have been satisfied after an independent review of the document. See **Table 2** for a list of CAs and their roles and responsibilities. The responsibilities shown in the table are in addition to those listed below:

- Identify as early as possible any issues of concern regarding the project's potential environmental and socioeconomic impact.
- Communicate issues of concern formally in the EIS scoping process.
- Provide input and comment on the project's Purpose and Need Statement.
- Provide input and comment on the procedures used to develop alternatives or analyze impacts.
- Provide input on the range of alternatives to be considered.
- Provide input and comment on the sufficiency of environmental impact analyses.

#### 7.3 Participating Agencies (PAs)

Per SAFETEA-LU, a participating agency is any federal, state, tribal, regional, or local government agency that may have an interest in the project. Not all agencies will serve as PAs. Some agencies identified that are not environmental resource agencies will be represented on the Community Advisory Group. A current list of PAs is shown in **Table 2.** 

#### 7.4 Project Study Group (PSG)

In accordance with IDOT's CSS procedures an interdisciplinary technical committee, defined as a Project Study Group (PSG), will be formed to provide guidance and recommendations to the leadership at IDOT and FHWA during the study process. The committee is comprised of individuals who represent environmental, engineering, and technical disciplines from IDOT, FHWA, USACE, and the Illinois Department of Natural Resources (IDNR). The PSG is a standing committee that may evolve depending on the phase or context of the project. The primary objectives of the PSG include:

- Expedite the project development process.
- Identify and resolve project development issues.
- Promote partnership with stakeholders to address identified project needs.
- Work to develop consensus among stakeholders.
- Provide project recommendations to the joint lead agencies.

A current list of PSG members is shown in **Table 1**.

#### 7.5 Stakeholders

As defined by the CSS manual, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This will include property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility. The role of the stakeholder is to advise the PSG and the joint lead agencies, FHWA and IDOT, on various project-related engineering and environmental impacts or concerns based on the stakeholders interests. A consensus from stakeholders is sought, but ultimately the project decisions remain the responsibility of the joint lead agencies. Consensus is defined as a majority of the stakeholders in agreement, with the minority agreeing that their input has been considered. The stakeholders list will be updated throughout the project as additional interested parties are identified. A current list of project stakeholders is shown in **Appendix A**.

#### 8.0 ADVISORY GROUPS

Advisory groups are a subset of the stakeholder list. Each group will have a defined role during the study process. These groups focus on specific issues affecting various aspects of the project, including technical, environmental, infrastructure, and economic conditions. In general, the role of the advisory groups will be to provide project input and advice, as well as assistance with building overall consensus as the project moves forward. Advisory groups may be formed for this project if recommended by the PSG or if a need becomes evident during the study process. The applicable advisory groups for the project study are noted in sections 8.1 and 8.2.

#### 8.1 Community Advisory Group (CAG)

Community Advisory Group (CAG) involvement is essential to the CSS process. As a fully-engaged committee, CAG members are comprised of individuals who represent a special interest group in the area identified by the PSG, as well as those individuals or groups expressing an interest in serving on the committee. All CAG members will be required to participate in a number of workshop style exercises developed to solicit input and garner consensus from the members when managing community issues, addressing design/environmental and technical issues, and defining proposed design alternatives.

#### 8.2 Technical Advisory Group (TAG)

The Technical Advisory Group (TAG) is a specific and structured form of an advisory group. They are assembled to review specific planning and design materials and to advise the PSG at key milestones before the information is finalized. If deemed necessary by the PSG, a TAG may be formed for this project.

#### 9.0 GROUND RULES

The SIP will operate under a set of ground rules to ensure there is a protocol and respectful interaction with all stakeholders and advisory participants involved in this process. The ground rules are as follows:

- The purpose of the stakeholder involvement process is to gather and duly consider input on the project from all stakeholders in order to yield the best solutions to problems identified by the process.
- Input from all participants in the process is valued and considered.
- The role of the stakeholder is to advise the PSG, which will make project recommendations to the leadership of IDOT and FHWA. A consensus of stakeholders is sought, but the decisions are ultimately the responsibility of IDOT and FHWA.
- All participants should keep an open mind and participate openly and honestly.
- Consensus is defined as the majority of the stakeholders in agreement, with the minority agreeing that their input was considered.
- All participants in the process must treat each other with respect and dignity.
- The list of stakeholders is subject to revision at any time.
- Minutes of all stakeholder contacts will be maintained by the PSG, with the content subject to stakeholder concurrence.
- The project must progress at a reasonable pace, based on the original project schedule.
- The PSG will make all final recommendations with a goal of seeking stakeholder consensus.
- All decisions by IDOT and FHWA must be arrived at in a clear and transparent manner and stakeholders should agree that their input has been actively solicited and considered.
- Members of the media and the public are welcome to all stakeholder meetings, but must remain in the role of observer, not participants in the process.

#### 10.0 PROJECT DEVELOPMENT ACTIVITIES AND STAKEHOLDER INVOLVEMENT

The intent of the public involvement requirements as defined by NEPA, SAFETEA-LU and CSS is to involve various stakeholders early and often throughout the project development process. The goal is to inform, educate and gather input from various interest groups throughout the progression of the project. Highlighted in sections 12 through 23 are detailed procedures that the PSG will implement in an effort to develop the EIS and seek opportunities for stakeholder involvement. FHWA and IDOT will ensure that all public and agency involvement meets or exceeds the standards established in the CSS Policy for Illinois, the Public Involvement Guidelines in the IDOT Bureau of Design and Environment (BDE) Manual (Chapter 19) and the Concurrent NEPA/404 Merger Process for Transportation Projects in Illinois.

#### 11.0 NOTICE OF INTENT (NOI)

FHWA and IDOT will jointly prepare the Notice of Intent (NOI) to plan an Environmental Impact Statement for this project.

#### 12.0 COOPERATING AND PARTICIPATING AGENCY INVITATION LETTERS

IDOT and FHWA will send invitation letters along with sufficient information to potential federal, state and local agencies for them to review and determine if they have any jurisdiction or authority, special expertise or interest related to the project. IDOT will be responsible for identifying all potential state and local participants. FHWA will be responsible for sending invitations to federal agencies identified as potential cooperating or participating agencies and any non-federal agency that is identified as a potential cooperating agency. IDOT and FHWA will send the letters after FHWA publishes the project NOI and after FHWA and IDOT have agreed on the draft SIP.

Federal agencies invited to participate will automatically be treated as participating agencies unless they submit in writing by hardcopy or email to FHWA or IDOT that they:

- 1. Have no jurisdiction or authority with respect to the project
- 2. Have no expertise or information relevant to the project
- 3. Do not intend to submit comments on the project

Non-federal agencies must respond to the invitation in writing by hardcopy or email within the specified timeframe (no more than 30 days) in order to be recognized as participating agencies. If FHWA and IDOT disagree with an invited agency declining to participate, FHWA and IDOT will attempt to resolve the disagreement through established dispute resolution procedures (see **section 21.0**).

Agencies not initially invited to participate or that have declined an invitation to participate may become involved for reasons listed below:

- 1. An invited agency declines to participate, but the lead agencies think the invited agency has jurisdiction or authority over the project which will affect decision making
- 2. An agency declines invitation, but new information indicates that the agency indeed has authority, jurisdiction, special expertise, or relevant project information
- 3. An agency declines invitation and later wants to participate, then the agency should be invited to participate, but previous decisions will not be revisited
- 4. An agency was unintentionally left out and now wants to participate, the agency should be invited and determined whether previous decisions need to be revisited

FHWA and IDOT will determine if the new information and input warrants revisiting previous decisions. Any agency that declines to be a participating agency may still comment on a project through established public involvement opportunities.

It is the responsibility of PAs to provide timely input throughout the environmental review process. Failure of PAs to raise issues in a timely manner may result in these comments not receiving the same consideration as those received at the appropriate time. FHWA and IDOT will address late comments only when doing so will not substantially disrupt the process and established timelines. If a participating agency disagrees with the methodologies FHWA and IDOT propose, they must describe a preferred alternative methodology and explain why they prefer the alternative methodology.

#### 13.0 SCOPING

Scoping is a formal coordination process, required by the NEPA regulations, which determines the scope of issues to be addressed and identifies the significant issues related to the proposed action. This can be done by letter, phone or formal meeting. Scoping will initiate the stakeholder involvement process and involve both affected agencies and interested public. Early coordination of the process connects with the principles of CSS and provides an introduction of the project to stakeholders. Agency and public scoping will be conducted concurrently.

Scoping is an early and open process for determining the issues to be addressed in the EIS. It is intended to focus the study effort on issues that are truly significant and avoid the collection of needless detailed information on insignificant issues. According to Part 1501.7 of the Council on Environmental Quality (CEQ) Regulations, a formal scoping meeting may or may not be necessary.

#### 14.0 EARLY STAKEHOLDER INVOLVEMENT

An initial round of stakeholder briefings will be held with state and federal legislators, city councils, mayors, city managers, economic development directors, chamber of commerce representatives, state and federal resource agencies and any local, regional, statewide, or national groups with potential interest in the project. The purpose of the meetings is to share information regarding the project milestones and the next steps moving forward. It also allows the study team to acquire a better understanding of what the issues are according to the interest groups.

#### 14.1 Context Audit

As required by the CSS process, a Context Audit will be conducted in an effort to gather input from various stakeholders on what they believe is unique community characteristics within the project study area. The audit will survey community characteristics, infrastructure, environmental conditions, economic development, rural conditions, and resources within the study area.

#### 14.2 Problem Statement

A Problem Statement is required during this process to identify transportation and infrastructure problems in the area. The statement is developed to be realistic under the constraints of engineering considerations, available funding and geographic limitations. Based on data gathered from the Context Audit, the CAG in coordination with the PSG will use the information to develop a Problem Statement.

#### 15.0 NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) PROCESS

#### 15.1 Purpose & Need (P & N)

The Purpose and Need (P & N) section is an important chapter of an Environmental Impact Statement (EIS). It establishes why the agency is proposing to spend taxpayers' money while at the same time causing significant environmental impacts. A clear, well-justified P & N chapter explains to the public and decision makers that the expenditure of funds is necessary and worthwhile and that the priority the project is being given relative to other needed highway projects is warranted. In addition, although significant environmental impacts are expected to be

caused by the project, the P & N chapter should justify why impacts are acceptable based on the project's importance.

#### 15.2 Alternatives Analysis

Based upon the completed P & N, the PSG will work with the CAG to develop the reasonable range of alternatives. The PSG will then take the input received from these efforts and make any further needed refinements to the alternatives to be carried forward. If major changes are made to the alternatives to be carried forward additional advisory group meetings may be required. If additional meetings are not required then IDOT and FHWA will take the alternatives to be carried forward to the next regularly scheduled NEPA/404 concurrence meeting. Upon obtaining concurrence from the NEPA/404 Merger agencies, the alternatives will be considered finalized for inclusion in the EIS. IDOT and FHWA will consider input of the public and agency; however, the environmental review process does not require agency and public consensus on the range of alternatives chosen.

#### 15.3 Draft EIS (DEIS)

IDOT will prepare the Draft EIS (DEIS) in cooperation with FHWA. The P & N and the Alternatives Analysis conducted on two Build Alternatives and the No-Build Alternative will be incorporated into the DEIS. Approval of the DEIS lies solely with FHWA. FHWA will be responsible for ensuring the public availability notice is in the Federal Register and IDOT will be responsible for circulating the DEIS for comments. The CAs will receive a preliminary DEIS for a 30 day review prior to FHWA approval.

Within 15 days after the DEIS Notice of Availability is published in the Federal Register, IDOT will host a Public Hearing. Notices about the meeting will be advertised in local newspapers and on the project website. Flyers advertising the hearing will be mailed to organizations and individuals in the database. Comments on the DEIS will be accepted for 45 days following the publication of the Notice of Availability in the Federal Register. A Public Hearing will be held after the DEIS is signed by the FHWA. A hearing is required by NEPA to gather input from the public on a preferred alternative. The comments received at the Public Hearing will aid the PSG in its recommendation of a preferred alternative.

#### 15.4 Preferred Alternative

Input from the CAG, the Public Hearing, comments on the DEIS, and stakeholder briefings will be used by IDOT and FHWA to make a decision on the selection of the preferred alternative and preliminary mitigation measures. The PSG will present the preferred alternative to the CAG to obtain consensus.

With consensus from the CAG, the PSG will then review and analyze the input received to make further refinements if needed to the preferred alternative. If major changes are made to the preferred alternative at this point, additional advisory group meetings may be required. If additional meetings are not required, IDOT and FHWA will take the preferred alternative to the next regularly scheduled NEPA/404 Merger meeting for agency concurrence on the preferred alternative. Upon obtaining concurrence from the NEPA/404 Merger agencies, the preferred alternative will be considered final for inclusion in the EIS. Ultimately FHWA and IDOT will consider public and agency input in selecting the preferred alternative; however, the environmental review process does not require agency consensus on the preferred alternative.

#### 15.5 Record of Decision (ROD)

The Record of Decision (ROD) will be prepared by IDOT and input will be requested from FHWA. After the ROD has been revised by the Department and reviewed by FHWA, FHWA will approve the ROD and the agency will assume responsibility for its issuance. This will complete the study phase; however it does not mean the end of the CSS process or the SIP. Following the signed ROD, the SIP will be reconsidered and revised to include further phases of project development and implementation.

#### 16.0 LIMITATIONS ON CLAIMS

SAFETEA-LU Section 6002 establishes a 180-day statute of limitations (SOL) on claims against federal agencies for certain environmental and other approval actions. The SOL established by SAFETEA-LU applies to a permit, license, or a specified approval action such as an action related to a transportation project and SOL notification is published in the Federal Register. See PART A on page 44 of the FHWA/FTA SAFETEA-LU Environmental Review Process Final Guidance (November 2006) for the FHWA process for implementing the SOL. The SAFETEA-LU Environmental Review Process Final Guidance (November 2006) is available on the FHWA website at <a href="https://www.environment.fhwa.dot.gov/strmlng/es2safetealu.asp#sec-6002">www.environment.fhwa.dot.gov/strmlng/es2safetealu.asp#sec-6002</a>.

#### 17.0 COORDINATION POINTS AND RESPONSIBILITIES

This plan establishes the specific minimum points throughout the NEPA process at which opportunities for agency and public input will be provided, the approximate step in the project schedule that the coordination will occur, the input requested, and the general periods in which the agencies and the public will be expected to provide their input. These key coordination points, including which agency is responsible for activities during that coordination point are identified in **Table 4.** 

#### 18.0 PUBLIC OUTREACH TOOLS

Various public outreach tools will be used to engage, inform and solicit the communities input. Such tools include:

- <u>Project Website</u> The project website, <u>www.dot.il.gov/us30/index1.html</u>, was activated November 2007. The website presents project status/updates, timelines, frequently asked questions, project maps, contact information, email, and space to comment.
- <u>Project Hotline</u> A hotline was activated July 2007. The number is 1-866-ROUTE30 (1-866-768-8330). This is another opportunity for the public to voice their comments or concerns regarding the project.
- <u>Project Newsletter</u> A newsletter may be published and mailed to provide updates as the project meets major milestones.
- <u>Project Fact Sheet(s)</u> Fact sheets are designed to provide project highlights and contact information. They will be published (as needed) at major project milestones. Each document published will be made available on the website and at project meetings.

#### 19.0 OTHER METHODS OF CONTACT

Media relations will be a very important tool to inform and engage the public during the design/environmental study phase. The media outlets are often the primary sources of information for the public; therefore, measures to ensure information is conveyed accurately and consistently will be vital as the project moves forward.

Proposed media relations strategies developed to initiate interest and address outstanding questions centered on the project status are outlined in section 20.0. A list of media, newspaper and radio contacts are shown in **Appendix B**.

#### 20.0 STRATEGIES

- <u>Editorials/Op Ed</u> At the appropriate time, featured articles may be drafted for local or special interest papers to publish. These articles would either highlight the project progress or respond to project related issues.
- <u>Media Appearances/Press Conferences</u> At appropriate times, opportunities may be sought for television and/or radio coverage of specific project activities and milestones. Additionally, the media may request an interview with a project representative.
- <u>Press Releases</u> As needed, project related information will be released to the media in an effort to engage and inform the public of project status and/or meetings.
- Media Kits Created for media use only, comprehensive media kits will be developed to
  include information about the goals of the project, the project anticipated schedule and
  opportunities for the public to get involved. Such information will include project
  description or fact sheets, major milestones or timelines, pictures, and project staff
  contact list.

#### 21.0 AGENCY DISPUTE RESOLUTION

This section describes the overall project dispute resolution process that will be used by IDOT and FHWA as part of the project stakeholder involvement program. Additionally, FHWA and IDOT will follow the existing dispute resolution process outlined as part of the NEPA/404 Merger agreement for resolving issues with signatory agencies.

IDOT and FHWA are committed to building stakeholder consensus for project decisions. However if an impasse has been reached after making good-faith efforts to address unresolved concerns, IDOT and FHWA may proceed to the next stage of project development without reaching consensus. IDOT and FHWA will notify agencies of their decision and a proposed course of action. IDOT and FHWA may propose using an informal or formal dispute resolution process as described in subsections 21.1 and 21.2.

#### 21.1 Informal Dispute Resolution Process

In the case of an unresolved dispute between the agencies, the PSG will notify all agencies of their decision and proposed course of action. The decision to move an action forward without consensus does not eliminate an agency's statutory or regulatory authorities, or their right to elevate the dispute through established agency dispute resolution procedures. The PSG recognizes and accepts the risk of proceeding on an action without receiving a signatory agency's concurrence and will work with any agency to attempt to resolve a dispute.

#### 21.2 Formal Dispute Resolution Process

The 23 USC §139(h) established a formal dispute resolution procedure for the environmental review process. This process is only intended for use on disputes that may delay a project or result in the denial of a required approval or permit for a project. Only the project sponsors or the Illinois State Governor may initiate this formal process; they are encouraged to exhaust all other measures to achieve resolution prior to initiating this process.

**Appendix C** contains a copy of a diagram illustrating the formal dispute resolution process included in the FHWA/FTA SAFETEA-LU Environmental Review Process Final Guidance (November 2006).

#### 22.0 MODIFICATION OF THE STAKEHOLDER INVOLVEMENT PLAN

Revisions to the SIP may be necessary. The PSG will provide updated versions of the SIP to all agencies involved, as necessary. Agency contact information may require updating as staffing changes occur over time. CAs and PAs should notify FHWA and IDOT of staffing and contact information changes in a timely manner. FHWA and IDOT will ensure that the PSG maintains the current contact information listed in the SIP.

The PSG will coordinate the timeline as shown in **Table 4** with the identified potential CAs and PAs. Formal agency concurrence in the schedule is not required. Only the PSG may modify the established periods in the SIP. They may lengthen the established periods only for good cause and must document the reasons for the lengthening in the administrative record. The PSG may only shorten the established periods in the SIP with the concurrence of affected CAs. While other participating agencies will not concur in schedule changes, the PSG will consider their views in their decision to shorten the schedule. The PSG will document the cooperating agency concurrence in the administrative record.

A proposed schedule, topics, and objectives of upcoming stakeholder briefings, advisory group meetings, and public informational meetings, and the public hearing can be found in **Table 5.** 

The PSG will maintain a record of modifications to the SIP. The PSG will make this record available to all agencies and the public upon request.

#### 23.0 PUBLIC AVAILABILITY OF THE STAKEHOLDER INVOLVEMENT PLAN

The SIP is available for public review on the project website. Opportunities to review any modifications to the SIP will be made available to the public. An announcement notifying the public of those opportunities will be made available on the project website no later than 30 days after the finalization of any approved modifications.

#### 24.0 CONTEXT SENSITIVE SOLUTIONS (CSS)/ PUBLIC INVOLVEMENT ACTIVITIES

From the beginning of the project, the PSG have been actively engaged in reviewing various engineering and environmental data gathered. At each major milestone the team has solicited input from the public, CAG, and community stakeholders as required by IDOT, NEPA and the CSS process. Listed in this section are highlights of the CSS efforts to-date. They are as follows:

**Notice Of Intent (NOI)** – A Notice of Intent (NOI) was published in the Federal Register on August 9, 2007.

**Scoping Activities** – The scoping efforts for the US 30 project took place during the September 2008 NEPA/404 Merger meeting. IDOT, with input from FHWA, developed an impact assessment methodology the PSG utilized in the environmental analyses for the project. IDOT assumed primary responsibility for providing the methodologies to the CAs and PAs for their review and comment. IDOT and FHWA took into consideration the input of various CAs while developing the methodologies; however, the environmental review process does not require agency consensus on the methods chosen.

Stakeholder Meetings - An initial round of stakeholder briefings was held in mid-2007. The project study team met with state and federal legislators, city councils, mayors, city managers, economic development directors, chamber of commerce representatives, state and federal resource agencies and any local, regional, statewide, or national groups with potential interest in the project. The purpose of the meetings was to share information regarding the project status and to also, share information on the next steps moving forward. The second round of stakeholder meetings was held in late 2007 to provide a project update to various stakeholder groups. A third round of meetings was held in early 2009 to present a project progress report, share comments and concerns conveyed during the first and second round of meetings, and to gather input from the stakeholders. The fourth round of meetings was held in mid-2009. The purpose of the meetings was to present the project progress; share comments and concerns conveyed during the public meeting and discuss the potential alternatives. The fifth round of meetings was held in mid-2010 to present project progress, and to gather input and garner support from the farming and business stakeholder groups. The sixth round of meetings was held in mid-2012 to review the Public Hearing results and discuss revisions to the two Build Alternatives as a result of the statewide floodplain modernization and the development of a Supplemental Draft EIS.

**Public Meetings** –The first public informational open house was held on July 25, 2007 with 252 people in attendance. The purpose of the meeting was to present the results from the 2006 Corridor Study, highlight the next steps of project development, interact with the public, and explain the public involvement process known as CSS. The meeting was set up as an open house format, allowing participants the opportunity to view display boards at various stations and to interact with the project study team. The following were three key issues from the comments received by the public: concern about environmental impacts, economic development and opposition to a bypass of the city of Morrison.

The second open house was held on January 29, 2009 with 237 people in attendance. The purpose of the meeting was to present the corridors in which alternatives would be developed and to gather public input. An open house format was used to present information to the public. The following were three key issues from the comments received by the public: concern regarding farmland/environmental impacts, preference for a southern corridor and some opposition to a northern corridor.

**Context Audit** –A Context Audit was conducted as required by the CSS process. The CAG was tasked to complete the Context Audit during their first meeting on September 12, 2007. Below are a listing of characteristics identified:

- Rock Creek and Morrison-Rockwood State Park (Community Characteristics)
- Community Cemeteries (Community Characteristics)
- Farmland (Community Characteristics)
- The cities of Fulton, Morrison, Rock Falls, and Sterling (Historical Significance)
- Centennial Farms (Historical Significance)
- Underground Railroads (Historical Significance)
- South Morrison Industrial Park (Economic Development)
- Ethanol Production Facility (Economic Development)
- New Development around Wal-Mart Distribution Center (Economic Development)
- Agriculture/Farmland (Rural Significance)
- Union Grove/Forest Inn (Rural Significance)
- Emerson Road (Rural Significance)
- Access (Infrastructure)
- Bypass Impacts to businesses and communities (Infrastructure)
- Truck Traffic/Safety (Infrastructure)

**Problem Statement Identified** – A Problem Statement was drafted at the second CAG meeting held on October 17, 2007. The committee utilized the completed Community Context Audit to develop and receive consensus on a comprehensive statement of the transportation problem to be solved by the project. The statement was developed to be realistic under the constraints of engineering considerations, available funding and geographic limitations. The Problem Statement developed is as follows: "The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing traffic volume and congestion which overloads the area-wide traffic system, comprises safety, mobility and reduces the quality of life of the adjacent communities. There is a need for improved economic development and accessibility to the region while preserving agricultural and environmentally significant areas."

**Purpose & Need Statement Identified –** The PSG reviewed the project context through engineering and environmental criteria presented, then further defined and reached consensus on the project Purpose and Need (P & N) Statement. The PSG used the Problem Statement and developed a preliminary outline of the project P & N Statement. The preliminary outline was presented by the PSG to receive FHWA approval in late 2007.

The PSG took the approved outline and developed a draft P & N Statement. IDOT provided an opportunity for the cooperating agencies (CAs) and participating agencies (PAs), the CAG, and the general public to give input on the draft P & N Statement. IDOT provided this opportunity to the general public by publishing notices in local newspapers that the P & N was available on the project website, on the IDOT Environment website, at local libraries, and at the IDOT-District 2 office. IDOT and FHWA sent a copy of the draft P & N Statement to the CAs and PAs for their review and comment prior to the September 2008 NEPA/404 meeting. The comment period was no more than 30 days. After the comment period, the PSG took the comments received and made refinements to the P & N Statement. If major changes were made to the P & N Statement at this point, additional advisory group meetings would have been required. Additional meetings were not required; therefore, IDOT and FHWA were able to take the P & N Statement to the next regularly scheduled NEPA/404 process meeting for agency concurrence. The P & N Statement was presented and received concurrence at the September 4, 2008 NEPA/404 Merger meeting.

**Alternatives Analysis** – Following the second Public Informational Open House held on January 29, 2009, the two proposed corridors were presented at a NEPA/404 Merger meeting on February 3, 2009. As a result of the presentation, a corridor that had been eliminated by the PSG was added back into the corridors for development of alternative alignments. Therefore, three corridors moved forward for the development of alternatives.

Following the establishment of the three corridors, development of the alternatives began. The process started with six initial alignments within the three corridors. These alignments were screened against environmental and engineering factors. The alignments were adjusted to reduce impacts to natural resources, agriculture, cultural resources, and residences. The six alternatives were then presented to the PSG on April 27, 2010 and to the CAG on June 2, 2010. The purpose of the PSG and CAG meetings were to gain input on the alternatives and gather consensus from the PSG and CAG in regard to carrying only two proposed Build Alternatives and the No-Build Alternative forward for further study. This was achieved at both meetings.

**Public Hearing -** A Public Hearing was held on June 15, 2011 with 212 people in attendance. The purpose of the meeting was to afford the public an opportunity to view the US 30 Draft Environmental Impact Statement (DEIS) document, discuss their concerns regarding the project with the study team, and provide comments on the two Build Alternatives, 4 (northern) and 5 (southern), and the No-Build Alternative. The meeting was set up as an open house format,

allowing participants to view exhibits and meet with IDOT personnel and representatives from the consultant team. Stakeholders were able to provide written comments at the meeting, by postal mail, through the project website, by leaving a message on the project hotline, or speaking to the court reporter at the meeting. Eighty-eight public comments were received prior to the period end date, July 29, 2011. The following is a summary of common concerns from stakeholders: farmland preservation, safety, economic development, and environmental impacts and funding of the overall project. The No-Build Alternative had support from farmers, homeowners and Morrison residents. Build Alternative 4 (northern) received limited stakeholder support. Build Alternative 5 (southern) was favored by special interest groups, business owners and developers.

# **TABLES**

TABLE 1: PROJECT STUDY GROUP (PSG) MEMBERS

NAME	AFFILIATION	POSITION	PHONE	EMAIL
Jon McCormick	IDOT: R2/D2	Acting Studies & Plans Engineer	(815) 284-5351	Jon.M.McCormick@illinois.gov
Becky Marruffo	IDOT: R2/D2	Project Engineer	(815) 284-5902	Rebecca.Marruffo@illinois.gov
Jennifer Williams	IDOT: R2/D2	Project Liaison Engineer	(815) 284-5950	Jennifer.Williams@illinois.gov
Deana Hermes	IDOT: R2/D2	District CSS Advisor	(815) 284-5457	Deana.Hermes@illinois.gov
Roger Inboden	IDOT: R2/D2	Chief of Surveys	(815) 284-5977	Roger.Inboden@illinois.gov
Mahmoud Etemadi	IDOT: R2/D2	Bridge Maintenance Engineer	(815) 284-5393	Mahmoud.Etemadi@illinois.gov
Jon McCormick	IDOT: R2/D2	Geometrics Engineer	(815) 284-5503	Jon.M.McCormick@illinois.gov
Jan Twardowski	IDOT: R2/D2	Geotechnical Engineer	(815) 284-5429	Jan.Twardowski@illinois.gov
Bill McWethy	IDOT: R2/D2	Hydraulics Engineer	(815) 284-5360	William.McWethy@illinois.gov
Brian Mayer	IDOT: R2/D2	Project Support Engineer	(815) 284-5353	Brian.Mayer@illinois.gov
Dan Tobin	IDOT: R2/D2	Operations Maintenance Engineer	(815) 284-5409	Daniel.Tobin@illinois.gov
Jim Allen	IDOT: R2/D2	Land Acquisition Manager	(815) 284-5366	James.M.Allen@illinois.gov
Vacant	IDOT: R2/D2	Roadside Management Specialist	(815) 284-5414	<u>Vacant</u>
Ryan Hippen	IDOT: R2/D2	Construction Field Engineer	(815) 284-5347	Ryan.Hippen@illinois.gov
Kris Tobin	IDOT: R2/D2	Programming Engineer	(815) 284-5444	Kristine.Tobin@illinois.gov
Mark Nardini	IDOT: R2/D2	Environmental Unit	(815) 284-5460	Mark.Nardini@illinois.gov
Cassandra Rodgers	IDOT: R2/D2	Environmental Unit	(815) 284-5455	Cassandra.Rodgers@illinois.gov
Dan Long	IDOT: R2/D2	District Bike & Pedestrian Coordinator	(815) 284-5966	Dan.Long@illinois.gov
Vacant	IDOT: R2/D2	Utilities & Railroad Technician	(815) 284-5481	<u>Vacant</u>
Charles Perino	IDOT: BDE	Natural Resource Reviewer	(217) 785-2130	Charles.Perino@illinois.gov
Paul Niedernhofer	IDOT: BDE	Area Field Engineer	(217) 524-1651	Paul.Niedernhofer@illinois.gov
Vacant	IDOT: BDE	IDOT Bike & Pedestrian Coordinator	(217) 785-2148	<u>Vacant</u>
Tim Craven	IDOT: BBS	Planning Engineer	(217) 785-2916	Tim.Craven@illinois.gov
John Betker	USACE	Project Manager	(309) 794-5380	John.Betker@usace.army.mil
Steve Hamer	IDNR	Resource Reviewer	(217) 785-4862	Steve.Hamer@illinois.gov
J.D. Stevenson	FHWA	Planning, Environment and ROW Leader	(217) 492-4638	Jerry.Stevenson@dot.gov
Matt Fuller	FHWA	Environmental Program Engineer	(217) 492-4625	Matt.Fuller@dot.gov
James P. Allen	FHWA	Transportation Engineer	(217) 492-4283	Jim.P.Allen@dot.gov
Vic Modeer	Volkert	Project Manager (Study Team)	(618) 345-8918	VModeer@volkert.com
Mike Walton	Volkert	Project Engineer (Study Team)	(618) 345-8918	MWalton@volkert.com
Bridgett Jacquot	Volkert	Environmental Lead (Study Team)	(618) 345-8918	BJacquot@volkert.com
Gil Janes	HR Green	Project Manager (Study Team)	(319) 841-4404	GJanes@hrgreen.com
Jon Estrem	HR Green	Project Engineer (Study Team)	(319) 841-4324	JEstrem@hrgreen.com
MaryLou Goodpaster	KEG	Environmental (Study Team)	(217) 824-2264	MGoodpaster@kaskaskiaeng.com
Shelia Hudson	Hudson and Associates	Public Involvement Manager (Study Team)	(314) 436-3311	Hudson.Shelia@sbcglobal.net

## TABLE 2: LIST OF AGENCIES, ROLES AND RESPONSIBILITIES

The following is a list of agencies that may have jurisdiction, technical expertise or an interest in the project:

TABLE 2-1: Lead Agencies						
Agency Name	Role	Other Project Roles	Responsibilities			
Federal Highway Administration	Lead Federal Agency	NEPA/404 Agency PSG*	Manage environmental review process; prepare EIS; provide opportunity for public & participating/cooperating agency involvement			
Illinois Department of Transportation	Joint Lead Agency	NEPA/404 Agency PSG*	Manage environmental review process; prepare EIS; provide opportunity for public & participating/cooperating agency involvement; collect and prepare transportation and environmental data; manage CSS process			

<sup>\*</sup>PSG = Project Study Group

TABLE 2-2: Coopera	TABLE 2-2: Cooperating Agencies and Agency Responsibilities					
Agency Name Cooperating Pro		Other Project Roles	Responsibilities			
Federal Aeronautics Administration	Declined		Potential impacts within 2 miles of public airports, 1 mile of private airports, ½ mile of restricted landing strips or require ROW from an airport. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative			
Federal Emergency Management Agency	No Response		Federally assisted acquisition or construction project in an area identified as having special flood hazards. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative			
US Army Corps of Engineers	Accepted	PSG* NEPA/404 Merger Member	Section 404 permits jurisdiction; environmental reviews; wetlands. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative			
US Environmental Protection Agency	No Response	NEPA/404 Merger Member	Environmental reviews; wetlands. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative			
US Fish & Wildlife Service	Declined	NEPA/404 Merger Member	Fish & wildlife resources; endangered & threatened species; migratory birds; wetlands. Provide comments on Purpose and Need, methodologies, range of alternatives & preferred alternative			

<sup>\*</sup>PSG = Project Study Group

TABLE 2-3: Participating Agencies and Agency Responsibilities					
Agency Name	Other Project Roles	Responsibilities			
City of Fulton	CAG*	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative			
City of Morrison	CAG*	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative			
City of Prophetstown	CAG*	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative			
Illinois Department of Agriculture	NEPA/404 Merger Member	Agricultural Land. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative			
Illinois Historic Preservation Agency	NEPA/404 Merger Member	Archaeological & historic resources. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative			
Union Grove Township	CAG*	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative			
Whiteside County Board	CAG*	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative			
Whiteside County Highway & Public Works Department	CAG*	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative			

<sup>\*</sup>CAG = Community Advisory Group

TABLE 2-4: Agencies Declining Participating Agency or Cooperating Agency Status					
Agency Name Reason For Response					
Federal Aeronautics Administration	No airports impacted by or near the highway project				
Illinois Department of Natural Resources, Office of Water Resources	Would have little information to add to the EIS effort				
Sterling Township	No jurisdiction or authority with respect to this project				

TABLE 2-5: Cooperating and Participating Agencies not Responding to Invitation					
Agency Name	Requested Role				
City of Clinton	Participating Agency				
City of Rock Falls	Participating Agency				
City of Sterling	Participating Agency				
Illinois Division of Aeronautics	Participating Agency				
Illinois Environmental Protection Agency	Participating Agency				
Illinois Nature Preserve Commission	Participating Agency				
Illinois Department of Natural Resources	Participating Agency				
Albany Township	Participating Agency				
Coloma Township	Participating Agency				
Clyde Township	Participating Agency				
Garden Plain Township	Participating Agency				
Hopkins Township	Participating Agency				
Lyndon Township	Participating Agency				
Montmorency Township	Participating Agency				
Mount Pleasant Township	Participating Agency				
Ustick Township	Participating Agency				

#### **TABLE 3: AGENCY CONTACT INFORMATION**

The contact information includes the lead, joint-lead and cooperating and participating agencies that have agreed to take part in the development of the proposed project. The contact person is the agency representative that is responsible for attending project meetings and reviewing environmental documents.

Agency	Contact Person/Title	Phone	E-mail
Federal Highway Administration Illinois Division	Norman Stoner Division Administrator	(217) 492-4640 P	Norman.Stoner@fhwa.dot.gov
Illinois Department of Transportation	William R. Frey Interim Director of Highways	(217) 785-0888 P	William.Frey@illinois.gov
US Army Corps of Engineers (C)	Col. Mark Deschenes District Commander Susan Yager, Admin. Assistant	(309) 794-4200 P	Susan.e.yager@usace.army.mil
US Environmental Protection Agency, Region V (P)	Susan Hedman Regional Administrator	(312) 886-3000 P	hedman.susan@epa.gov
US Fish & Wildlife Service, Region 3 (P)	Richard C. Nelson Field Supervisor	(309) 757-5800 ext. 201	Richard_C_Nelson@fws.gov
Federal Emergency Management Agency, Region V (P)	Andrew Velasquez III Regional Administrator	(312) 408-5500 P (800) 621-FEMA P	Andrew.velasquez@Dhs.gov
City of Fulton (P)	Larry Russell (Mayor)	(815) 589-4596 P	linlar@frontiernet.net
City of Morrison (P)	Roger Drey (Mayor)	(815) 772-2220 P	mayor@morrisonil.org
City of Prophetstown (P)	Steve Swanson (Mayor)	(815) 537-5598 P	ptownms@thewisp.net
Illinois Department of Agriculture (P)	Robert F. Flider Acting Director	(217) 782-2172 P	Bob.Flider@illinois.gov
Illinois Historic Preservation Agency (P)	Anne Haaker Deputy State Historic Preservation Officer	(217) 785-5027 P	Anne.Haaker@illinois.gov
Natural Resources Conservation Service – Whiteside County Office(P)	Mark Kaiser District Conservationist	(815) 772-2124 ext. 3 P	mark.kaiser@il.usda.gov
Union Grove Township (P) Rick Deter, Supervisor		(815) 772-2031 H (815) 499-0958 C (815) 772-7560 P	rgdeter@mchsi.com
Whiteside County Board (P)	Tony Arduini Chair	(815) 625-5530 H	None
Whiteside County Highway & Public Works Department (P)	Russ Renner County Engineer	(815) 772-7651 P	rrenner@whiteside.org

<sup>(</sup>C) = Cooperating Agency (P) = Participating Agency

TABLE 4: COORDINATION POINTS, INFORMATION REQUIREMENTS, RESPONSIBILITIES, AND TIMING

Coordination Point	Information "In"	Agency Responsible	Information "out"	Agency Responsible	Typical Timeline	Target Date
Project Initiation	Send project initiation letter to FHWA Division Administrator or FTA Regional Administrator	IDOT	N/A	N/A	N/A	7/13/2007*
Notice of Intent (NOI) to Adopt	Publish NOI in Federal Register, send participating agencies a copy of the NOI; publish notice in newspaper	FHWA IDOT	N/A	N/A	N/A	8/9/2007*
Participating Invitations	Identify cooperating and participating agencies; send agencies invitation letters; conduct initial agency scoping activities	FHWA IDOT	Send response accepting or declining invitation to participate; identify potential issues associated with the project	Cooperating and participating agencies	30 days	9/24/2007*
Scoping	Prepare scoping materials; invite agencies and public to agency and/or public scoping meetings	FHWA IDOT	Participate in project scoping	Cooperating and participating agencies; public	30 days	Mid 2008 (Sept. 2008 NEPA/404 meeting*
Impact Assessment Methodologies Collaboration	Provide methods on environmental surveys & analyses; solicit agency input on methods	FHWA IDOT	Comment and agree on methods & analyses of environmental resources; propose alternative methods, as necessary	Cooperating and participating agencies	30 days	Mid 2008 (Sept. 2008 NEPA/404 meeting)*
Purpose and Need Development	Provide participating agencies and public with a draft Purpose and Need Statement; solicit agency and solicit public comments	FHWA IDOT	Comment on Purpose and Need Statement	Cooperating and participating agencies; public	30 days	Spring 2008*
Purpose and Need Finalization	Consider comments in refining and finalizing Purpose and Need Statement; seek concurrence from NEPA/404 Signatory Agencies	FHWA IDOT	Concur on final Purpose and Need Statement	NEPA/404 Merger Signatory Agencies	30 days	9/4/2008*
Range of Alternatives	Provide participating agencies and public with information regarding alternatives being considered; identify resources located within project area, general location of alternatives, and potential impacts; solicit comments, public info. mtg.	FHWA IDOT	Comment on preliminary alternatives	Cooperating and participating agencies; public	30 days	Early 2009*

Information "In"	Agency Responsible	Information "out"	Agency Responsible	Typical Timeline	Target Date
located within project area, general location of alternatives, and potential impacts; prepare recommendation of alternatives to be retained	FHWA IDOT	Comment on alternatives to be carried forward or dropped; concur or nonconcur on alternatives to be carried forward	NEPA/404 Merger Signatory agencies	30 days	09/14/10*
		Comment on pre-DEIS	Cooperating Agencies	30 days	11/24/10*
Send DEIS to all agencies and appropriate legal counsel; make DEIS available for public review; solicit agency and public comments; hold public hearing	FHWA IDOT	Comment on DEIS	Cooperating and participating agencies; public	45 days	06/15/11*
all agencies and appropriate legal counsel; make Supplemental DEIS available for public review; solicit agency and public comments; hold public	FHWA IDOT	Comment on Supplemental DEIS	Cooperating and participating agencies; public	45 days	Early 2013
Present rationale for preferred alternative to and solicit input from NEPA/404 Signatory Agencies	FHWA IDOT	Concur or nonconcur on preferred alternative	NEPA/404 Merger Signatory Agencies	30 days	Mid 2013
Send pre-FEIS to cooperating agencies	FHWA IDOT	Comment on pre- FEIS	Cooperating Agencies	30 days	Late 2013
Send FEIS to all agencies and appropriate legal counsel; make FEIS available for public review	FHWA IDOT	Identify any unresolved environmental issues	Cooperating and participating agencies	45 days	Late 2013
Publish notice of availability of ROD in Federal Register; Publish Notice on Statute of Limitations in Federal Register, as appropriate; Make ROD available to public, as appropriate	FHWA	N/A	N/A	N/A	Early 2014
Issue applicable permits, licenses or approvals	Jurisdictional/ permitting agencies; FHWA	File documentation in administrative record	FHWA, IDOT	Varies by permit, license or approval	Early 2014
	Refine data on resources located within project area, general location of alternatives, and potential impacts; prepare recommendation of alternatives to be retained Send pre-DEIS to cooperating agencies  Send DEIS to all agencies and appropriate legal counsel; make DEIS available for public review; solicit agency and public comments; hold public hearing  Send Supplemental DEIS to all agencies and appropriate legal counsel; make Supplemental DEIS available for public review; solicit agency and public comments; hold public hearing  Present rationale for public review; solicit agency and public comments; hold public hearing  Present rationale for preferred alternative to and solicit input from NEPA/404 Signatory Agencies  Send pre-FEIS to cooperating agencies  Send FEIS to all agencies and appropriate legal counsel; make FEIS available for public review  Publish notice of availability of ROD in Federal Register; Publish Notice on Statute of Limitations in Federal Register, as appropriate; Make ROD available to public, as appropriate	Refine data on resources located within project area, general location of alternatives, and potential impacts; prepare recommendation of alternatives to be retained  Send pre-DEIS to cooperating agencies  Send DEIS to all agencies and appropriate legal counsel; make DEIS available for public review; solicit agency and public comments; hold public hearing  Send Supplemental DEIS to all agencies and appropriate legal counsel; make Supplemental DEIS available for public review; solicit agency and public comments; hold public hearing  Present rationale for preferred alternative to and solicit input from NEPA/404 Signatory Agencies  Send pre-FEIS to cooperating agencies  Send pre-FEIS to all agencies and appropriate legal counsel; make FEIS available for public review  Publish notice of availability of ROD in Federal Register; Publish Notice on Statute of Limitations in Federal Register; Publish Notice on Statute of Limitations in Federal Register, as appropriate; Make ROD available to public, as appropriate  Issue applicable permits, licenses or approvals  Responsible  FHWA IDOT  FHWA IDOT	Refine data on resources located within project area, general location of alternatives, and potential impacts; prepare recommendation of alternatives to be retained Send pre-DEIS to cooperating agencies Send DEIS to all agencies and appropriate legal counsel; make DEIS available for public review; solicit agency and public comments; hold public hearing  Present rationale for preferred alternative to and solicit input from NEPA/404 Signatory Agencies  Send FEIS to all agencies and appropriate legal counsel; make DEIS to all agencies and appropriate legal counsel; make Supplemental DEIS to all agency and public comments; hold public hearing  Present rationale for preferred alternative to and solicit input from NEPA/404 Signatory Agencies  Send FEIS to all agencies and appropriate legal counsel; make FEIS available for public review; solicit agency and public comments; 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concur or nonconcur on alternatives to be carried forward or dropped; concur or nonconcur on alternatives to be carried forward or dropped; concur or nonconcur on alternatives to be carried forward or dropped; concur or nonconcur on alternatives to be carried forward or dropped; concur or nonconcur on prefers and appropriate legal counsel; make DEIS available for public review; solicit agency and public comments; hold public hearing  Send Supplemental DEIS to all agencies and appropriate legal counsel; make Supplemental DEIS available for public review; solicit agency and public comments; hold public hearing  FHWA IDOT  FHWA Comment on DEIS  Cooperating agencies; public  Comment on Supplemental DEIS available for public review; Signatory Agencies  FHWA IDOT  FHWA IDOT  Comment on Supplemental DEIS and appropriate legal counsel; make FEIS and appropriate legal counsel; make FEIS available for public review  Publish notice of availability of ROD in Federal Register; Publish Notice on Statute of Limitations in Federal Register; Publish Notice on Statute of Limitations in Federal Register; Publish Notice on Statute of Limitations in Federal Register; Publish Notice on Statute of Limitations in Federal Register; Publish Notice on Statute of Limitations in Federal Register; Publish Notice on Statute of Limitations in Federal Register; Publish Notice on Statute of Limitations in Federal Register; Publish Notice on Statute of Limitations in Federal Register; Publish Notice on Statute of Limitati	Refine data on resources general located within project area, general location of alternatives, and potential impacts; prepare recommendation of alternatives to be retained Send pre-DEIS to cooperating agencies IDOT pre-DEIS or solicit agency and public comments; hold public hearing Send Supplemental DEIS available for public review; solicit agency and public comments; hold public chearing Present rationale for preferred alternative to and solicit input from NEPA/404 IDOT preferred alternative to and solicit input from NEPA/404 IDOT preferred alternative to and solicit input from NEPA/404 IDOT preferred alternative to and solicit input from NEPA/404 IDOT preferred alternative to and solicit input from NEPA/404 IDOT preferred alternative to and solicit proving agencies and appropriate legal counsel; make PEIS available for public review; solicit agency and public comments; hold public hearing Present rationale for preferred alternative to and solicit input from NEPA/404 IDOT preferred alternative to and solicit proving agencies and appropriate legal counsel; make FEIS available for public review and appropriate legal counsel; make FEIS available for public review and appropriate legal counsel; make FEIS available for public review and appropriate legal counsel; make FEIS available for public review and appropriate legal counsel; make FEIS available for public review alternative agencies and appropriate legal counsel; make FEIS available for public review alternative agencies and appropriate legal counsel; make FEIS available for public review alternative agencies and appropriate legal counsel; make FEIS available for public review alternative agencies and appropriate legal counsel; make FEIS available for public review alternative agencies and appropriate legal counsel; make FEIS available for public review alternative agencies and appropriate agencies and appropri

TABLE 5: SUMMARY OF STAKEHOLDER, ADVISORY GROUPS AND PUBLIC OPEN HOUSE SCHEDULE

Stakeholder/ Advisory/ CAG Meetings	Target Date	Topic	Objectives
First Round-Stakeholder Briefings	July 2007	Present project update, CSS process, and address any outstanding issues	Regenerate interest, educate and inform stakeholders and garner project support
First Public Informational Meeting	July 25, 2007	Present project update, CSS process, address any outstanding issues, and seek volunteers for CAG	Regenerate interest, educate and inform the general public, as well as garner project support
First CAG Meeting	September 12, 2007	Develop Problem Statement, present CSS process, address key issues, preview Purpose and Need Statement	Garner consensus on SIP and ground rules, conduct Community Context Audit
Second Round – Stakeholder Briefings	August/September/ October 2007	Project update and address key issues	Keep stakeholders informed; and garner consensus from all groups on issues listed
Second CAG Meeting	October 17, 2007	Review the project context through engineering and environmental criteria, further define Purpose and Need Statement, identify fatal flaws, review study bands, present potential corridor (s)	Development of Problem Statement & consensus, consensus on draft Purpose and Need Statement outline, and development of potential corridor (s)
Third CAG Meeting	May 8, 2008	Review of traffic analysis, crash analysis, SIP, logos, draft Purpose and Need Statement, and corridor (s)	Garner support and consensus on draft Purpose and Need Statement and corridor screening process
Fourth CAG Meeting	November 6, 2008	Review of corridors screening process, matrix, and corridors to be carried forward for further study	Garner support for corridors to be carried forward for further study
Third Round – Stakeholder Briefings	January/February 2009	Project update on corridors	Keep stakeholders informed and garner consensus to keep the project moving forward with the potential corridors
Second Public Informational Meeting	January 29, 2009	Present preferred corridors	Garner community support on design recommendations
Fifth CAG Meeting	June 10, 2009	Update on public meeting, results of ESR, review potential alternatives	Gather input on potential alternatives
Fourth Round – Stakeholder Briefings	June 2009	Update on public meeting, review corridors and potential alternatives	Keep stakeholders informed and gather input on potential alternatives
Sixth CAG Meeting	June 2, 2010	Present six reasonable alternatives and impacts	Gather input on the six alternatives
Fifth Round - Stakeholder Briefings	April/September 2010	Project update on alternatives and impacts	Keep community informed and garner support from farming and business stakeholders
Seventh CAG Meeting	June 8, 2011	Present two Build Alternatives studied in the DEIS	Gather input on the two Build Alternatives to aid in the decision-making process of a preferred alternative

Stakeholder/ Advisory/ CAG Meetings	Target Date	Topic	Objectives
Public Hearing	June 15, 2011	Present two Build Alternatives and the No-Build Alternative studied in the DEIS	Gather input on the two Build Alternatives and the No-Build Alternative to aid in the decision-making process of a preferred alternative
Eighth CAG Meeting	May 8, 2012	Update on Public Hearing, flood plain modernization, two revised Build Alternatives, and the Supplemental DEIS	Keep CAG updated on the two revised Build Alternatives ,and the No-Build Alternative to aid in the decision-making process of a preferred alternative
Sixth Round – Stakeholder Briefings	May 2012	Update on Public Hearing, flood plain modernization, two revised Build Alternatives, and the Supplemental DEIS	Keep stakeholders informed and garner consensus to keep the project moving forward with the process of a preferred alternative
Ninth CAG Meeting	Spring 2013	Present two revised Build Alternatives and the Supplemental DEIS	Gather input on the two Build Alternatives to aid in the decision-making process of a preferred alternative
Public Hearing	Spring 2013	Update on two revised Build Alternatives and the No-build Alternative studied in the Supplemental DEIS	Gather input on the revised two Build Alternatives and the No-Build Alternative to aid in the decision-making process of a preferred alternative
Tenth CAG Meeting	Spring 2013	Update on Public Hearing Results	Gather input on preferred alternative
Public Meeting	Winter 2014	Present the final alternative	Gather input on the preferred alternative

# **APPENDICES**

## **APPENDIX A: STAKEHOLDER LIST**

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST – FEDERAL AND STATE OFFICE HOLDERS					
Stakeholder	Contact Information				
ILLINOIS U.S. SENATORS					
Richard J. Durbin	State of Illinois	Washington, D.C. Office: 711 Hart Senate Office Building Washington, D.C. 20510	(202) 224-2152 P (202) 228-0400 F		
	Otato or minor	<u>District Office:</u> 525 South 8 <sup>th</sup> Street Springfield, IL 62703	(217) 492-4062 P (217) 492-4382 F		
Mark Kirk		Washington, D.C. Office: 524 Hart Senate Office Building Washington, D.C. 20510	(202) 224-2854 P (202) 228-4611 F		
	State of Illinois	<u>District Office:</u> 607 East Adams Suite 1520 Springfield, IL 62701	(217) 492-5089 P (217) 492-5099 F		
IOWA U.S. SENATORS	IOWA U.S. SENATORS				
Chuck Grassley	State of Iowa	Washington, D.C. Office: 135 Hart Senate Office Building Washington, D.C. 20510	(202) 224-3744 P (202) 224-6020 F		
	Glato of fowa	District Office: 201 West 2 <sup>nd</sup> Street Suite 720 Davenport, IA 52801	(563) 322-4331 P (563) 322-8552 F		
Tom Harkin	State of Iowa	Washington, D.C. Office: 731 Hart Senate Office Building Washington, D.C. 20510	(202) 224-3254 P (202) 224-9369 F		
	State of Iowa	District Office: 1606 Brady Street Suite 323 Davenport, IA 52803	(563) 322-1338 P (563) 322-0417 F		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST – FEDERAL AND STATE OFFICE HOLDERS				
Stakeholder Representing Address In				
ILLINOIS U.S. REPRESENTATIVES				
Randall M. "Randy" Hultgren	Illinois 14 <sup>th</sup>	Washington, D.C. Office: 427Cannon HOB Washington, D.C. 20515	(202) 225-2976 P (202) 225-0697 F	
Transamwi. Transprint	District	<u>District Office:</u> 119 West First Street Dixon, IL 61021	(815) 288-1174 P (815) 288-1175 F	
Donald A. Manzullo	Illinois 16 <sup>TH</sup> District	Washington, D.C. Office: 2228 Rayburn HOB Washington, D.C. 20515	(202) 225-5676 P (202) 225-5284 F	
	District	<u>District Office:</u> 415 South Mulford Road Rockford, IL 61108	(815) 394-1231 P (815) 394-3930 F	
Bobby Schilling	Illinois 17 <sup>TH</sup> District	Washington, D.C. Office: 507 Cannon HOB Washington, D.C. 20515	(202) 225-5905 P (202) 225-5396 F	
		<u>District Office:</u> 1600 First Avenue Suite A Rock Falls, IL 61071	(815) 548-9440 P (815) 548-9443 F	
IOWA U.S. REPRESENTATIVES				
Bruce Braley	Iowa 1 <sup>st</sup> District	Washington, D.C. Office: 1727 Longworth HOB Washington, D.C. 20515	(202) 225-2911 P	
		District Office: 209 W. 4 <sup>th</sup> Street Suite 104 Davenport, IA 52801	(563) 323-5988 P	

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST – FEDERAL AND STATE OFFICE HOLDERS				
Stakeholder	Representing Address		Contact Information	
ILLINOIS STATE SENATORS				
Mike Jacobs	Illinois 36 <sup>th</sup> State	Springfield Office: 127 Capitol Building Springfield, IL 62706	(217) 782-5957 P	
	Senate District	<u>District Office</u> 606 19 <sup>th</sup> Street Moline, IL 61265	(309) 797-0001 P (309) 797-0003 F	
Tim Bivins	Illinois 45 <sup>th</sup> State	Springfield Office: M103A Capitol Springfield, IL 62706	(217) 782-0180 P (217) 782-9586 F	
	Senate District	<u>District Office:</u> 629 N. Galena Ave. Dixon, IL 61021	(815) 284-0045 P (815) 284-0207 F	
ILLINOIS STATE REPRESENTATIVES				
Richard Morthland	Illinois 71 <sup>st</sup> State	Springfield Office: 208-N Stratton Office Bldg. Springfield, IL 62706	(217) 782-3992 P	
Noticial Worthand	Representative District	<u>District Office:</u> 4416 River Drive Moline, IL 61265	(309) 762-3008 P (309) 762-3045 F	
Jerry L. Mitchell	Illinois 90 <sup>th</sup> State	Springfield Office: 630 Capitol Building Springfield, IL 62706	(217) 782-0535 P (217) 557-0571 F	
	Representative District	<u>District Office:</u> 100 East 5th Street Rock Falls, IL 61071	(815) 625-0820 P (815) 625-0839 F	

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST				
Stakeholder	Address	Phone	Email	
Bill Abbott	Whiteside County Board 200 East Knox Street Morrison, IL 61270	(815) 589-2434		
Ed Abbott	9896 Lincoln Road Morrison, IL 61270			
David Abele	PO Box 70 Morrison, IL 61270			
Glenn Ackeberg	10104 Feldman Road Lyndon, IL 61261			
William J. Adams, Trustee	20736 White Oaks Road Morrison, IL 61270			
Ismet Akiti David Baker	3308 West Rock Falls Road Rock Falls, IL 61071			
Gerry Akker	14103 Feldman Road Morrison, IL 61270			
Julie Allesee (President)	Clinton Area Chamber of Commerce 721 South 2 <sup>nd</sup> Street Clinton, IA 52733	(563) 242-5702	chamber@clintonia.com	
Scott Allison	406 West Lincolnway Morrison, IL 61270			
Robert Alt	14278 Robertson Road Morrison, IL 61270	(815) 772-3774		
Steven G. Ames (President/CEO)	The Armstrong Building 144 8 <sup>th</sup> Avenue South Clinton, IA 52732	(563) 242-4536		
Terry Amstutz	MCHD 303 North Jackson Street Morrison, IL 61270			
Eric Anderson	PO Box 572 Viola, IL 61486	(309) 644-1969		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST				
Stakeholder	Address	Phone	Email	
Cathy Anderson	c/o Orville Goodenough Jr. 11589 Garden Plain Drive Morrison, IL 61270			
Linda Lee Anderson	12931 Crosby Road Morrison, IL 61270			
Kevin Anderson	2309 Prophet Rock Falls, IL 61071			
Nancy J. Anderson	503 East Wall Street Morrison, IL 61270			
Cindy Apple	24236 Lincoln Road Sterling, IL 61081			
Anne Ardapple	400 Portland Avenue Morrison, IL 61270			
Tony Arduini (Chairman)	Whiteside County Board 313 Emmons Avenue Rock Falls, IL 61071	(815) 625-5530		
James K. Arkapple	205 East South Street Morrison, IL 61270			
Roger Armitage	14775 Norrish Road Morrison, IL 61270			
John Atilano	1105 Riverdale Road Rock Falls, IL 61071			
Ajdin Bajrami	20657 Lincoln Road Morrison, IL 61270			
Atip Bajrami	2511 North Locust Street Sterling, IL 61081			
Jeremy Baker	15689 Norrish Road Morrison, IL 61270	(815) 772-8217	Jeremyone11@yahoo.com	
Joshua Baker Jenny Baker	403 East Lincolnway Morrison, IL 61270			

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST				
Stakeholder	Address	Phone	Email	
Margie Baker	15725 Norrish Road Morrison, IL 61270	(815) 718-2289	kernelbaker@yahoo.com	
Randy Balk (Administrator)	City of Fulton 415 11 <sup>th</sup> Avenue Fulton, IL 61252	(815) 589-2616	fultonadmin@mchsi.com	
Alex Barber	18920 Frog Pond Road Fulton, IL 61252			
Kevin Bass	25190 Front Street Sterling, IL 61081			
Carey Bauer	Rock River Lumber & Grain 5502 Lyndon Road Prophetstown, IL 61277	(815) 537-5131		
Jane Bauer	Fulton School District 1110 3 <sup>rd</sup> Street Fulton, IL 61252			
Ronald Bauer	21210 Lincoln Road Sterling, IL 61081			
Jennine Beckman	21203 Lincoln Road Sterling, IL 61081			
Barbara Bees	MAPPING Group City of Morrison 606 West Lincolnway Morrison, IL 61270	(815) 772-7657	rbees@mchsi.com	
Gerald Behrens	15547 Lyndon Road Morrison, IL 61270			
Jon Joseph Behrens	2703 West Route 30 Rock Falls, IL 61071			
Dale Belt	13442 Yager Road Morrison, IL 61270			
Frank Belt Linnea Belt	12985 Feldman Road Morrison, IL 61270	(815) 772-2274		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST				
Stakeholder	Address	Phone	Email	
Curt Bender Corinne Bender	507 South Orange Morrison, IL 61270	(815) 772-4749		
Al Benedict	210 Elm Street Morrison, IL 61270			
Heather Bennett (Executive Director)	Fulton Chamber of Commerce 415 11 <sup>th</sup> Avenue Fulton, IL 61252	(815) 589-4545	chamber@cityoffulton.us	
Barb Benson	216 W. Main Morrison, IL 61270	(815) 772-3133		
Eric Benson	12044 Sawyer Road Morrison, IL 61270	(815) 778-3609	kenmike@thewisp.net	
George Benson	15686 Bunker Hill Road Morrison, IL 61270	(815) 772-3133		
Phillip Benson	205 South Grape Street Morrison, IL 61270			
James Benters	13639 Lincoln Road Morrison, IL 61270			
Walfred Berg	305 West Main Morrison, IL 61270			
George Berridge	15344 Norrish Road Morrison, IL 61270			
Arnie Beswick	10643 Court Road Morrison, IL 61270			
Don Beswick	15016 Henry Road Morrison, IL 61270			
Thomas Beswick	Summit Drainage District 17892 Yager Road Morrison, IL 61270			
Tom Beveroth	611 West Park Morrison, IL 61270			

US 30 ENVIRONMENT	AL IMPACT STATEMENT AI	ND PHASE I DESIGN	REPORT STAKEHOLDER LIST
Stakeholder	Address	Phone	Email
Virginia Beveroth	502 Jenkran Way #6 Morrison, IL 61270		
Joe R. Bielema	207 Railroad Avenue Morrison, IL 61270		
Jody Bielema	19278 Acker Road Fulton, IL 61252		
Larry Bielman	9 Kara Court Washington, IL 61571		
William Bird	101 East Wall Street Morrison, IL 61270	(815) 772-8100	william.bird@srfc.com
John Bishop Francis Bishop	20810 White Oaks Road Morrison, IL 61270	(815) 772-2493	jfbishop@frontiernet.net
Honorable Tim Bivins State Senator	629 N. Galena Avenue Dixon, IL 61021		
Mary Black	PO Box 188 Morrison, IL 61270		
Robbin Blackert (City Administrator)	City of Rock Falls 603 West 10 <sup>th</sup> Avenue Rock Falls, IL 61071	(815) 564-1366	rblackert@rockfalls61071.com
Donald Blair	14219 Blue Goose Road Sterling, IL 61081		
James Blakemore	City of Morrison 200 West Main Street Morrison, IL 61270		
Bethany Bland (President/CEO)	Rock Falls Chamber of Commerce 601 West 10 <sup>th</sup> Street Rock Falls, IL 61071	(815)625-4500	rockfallschamber@essex1.com
Honorable David Blanton (Mayor)	City of Rock Falls 603 West 10 <sup>th</sup> Street Rock Falls, IL 61071	(815) 622-1100	rfmayor@rockfalls61071.com

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Michael Blean	B&K Appraisals 116 East Main Street Morrison, IL 61270		
Gustave Bloom Lisa Bloom	14347 Crosby Road Morrison, IL 61270		
Diane Boelkins	1025 Hilltop Drive Morrison, IL 61270		
Gerald Boelkins	7996 Lincoln Road Morrison, IL 61270		
Randy Boelkins Linda Boelkins	12442 Prairie Garden Road Morrison, IL 61270	(815) 772-4378	
John Boland	13696 Bunker Hill Road Morrison, IL 61270		
Richard Boland	Boland Farms 13696 Bunker Hill Road Morrison, IL 61270	(815) 772-2840	rbys@aol.com
Brian Bonneur	20108 Lincoln Road Morrison, IL 61270		
Eugene Bonneur, Trustee	12041 Garden Plain Road Morrison, IL 61270		
Harold Bonneur, Trustee	6238 Fulton Road Fulton, IL 61252		
William Borum	21925 Lincoln Road Sterling, IL 61081		
Gordon Bosley	16530 Browns Road Morrison, IL 61270		
Jon Boyd William Boyd	422 Davis Street Apartment 727 Evanston, IL 60201		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Susan Boyd (President)	Sauk Valley Area Chamber of Commerce 211 Locust Street Sterling, IL 61071		
Larry E. Brackemyer	16409 Bishop Road Morrison, IL 61270		
Clyde Bradley	315 33 <sup>rd</sup> Avenue N Clinton, IA 52732		
Honorable Bruce Braley Member of Congress	209 W. 4 <sup>th</sup> Street Suite 104 Davenport, IA 52801		
Gordon Bramm	Bramm Service, Inc. 26861 Fulton Road Fulton, IL 61252		
Karen Bramm	15430 Moline Road Lyndon, IL 61261	(815) 778-3389	kkbr@frontiernet.net
Robert Brandon	514 North Base Street Morrison, IL 61270		
John Brearton	19485 Crosby Road Morrison, IL 61270		
Larry Brinkman	25751 Rock Falls Road Sterling, IL 61081		
William Brinkman Sue Brinkman	11879 Yager Road Lyndon, IL 61261		
Gerald Bristle	1504 Teresa Street Rock Falls, IL 61071	(815) 625-3207	
Sue Britt	205 East High Street Morrison, IL 61270		
Larry Brylski	City of Prophetstown 314 East Avenue Prophetstown, IL 61277		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Gerald Brown Karen Brown	14236 Lister Road Morrison, IL 61270		
Daniel Buckley	16630 Browns Road Morrison, IL 61270		
Colleen Buckwalter	14766 Norrish Road Morrison, IL 61270		
Mike Buckwalter	Morrison Chamber of Commerce 221 West Main Street Morrison, IL 61270	(815) 772-8521	
Allen Buikema	13079 Feldman Road Morrison, IL 61270	(815) 441-9628	
W.W. Bull	PO Box 358 Morrison, IL 61270		
W.A. Burch	PO Box 360 Morrison, IL 61270		
Kenneth Burden	601 East 19 <sup>th</sup> Street Sterling, IL 61081		
Debra Burke (Twp. Supervisor)	Coloma Township 1200 Prophetstown Road Rock Falls, IL 61071	(815) 625-5981	colomatownship@comcast.net
Dean Burkholder	10320 Garden Plain Road Morrison, IL 61270		
Jack Burns	9930 Black Road Fenton, IL 61251		
Allen D. Bush	12300 Garden Plain Road Morrison, IL 61270	(815) 772-2470	abush@frontiernet.net
Bill Bush	15134 Yager Road Morrison, IL 61270		
Charles Bush	16739 Holly Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Dale Bush Hilary Bush	325 Shady Morning Avenue North Las Vegas, NV 89031		
Douglas Bush	19170 Acker Road Fulton, IL 61252		
Douglas E. Bush Bonnie L. Bush	16671 Norton Road Morrison, IL 61270	(815) 772-2520	
Jeremy Bush	Excavating, Inc. 13140 Moline Road Erie, IL 61250		
Lauren Bush	17900 Hazel Road Morrison, IL 61270		
Lawrence Bush Irene Bush	16384 Bishop Road Morrison, IL 61270		
Lyle Bush	13400 Prairie Center Road Morrison, IL 61270		
Orville Bush	16333 Hazel Road Morrison, IL 61270		
Ronnie Bush	1832 East 1150 <sup>th</sup> Street Mendon, IL 62351		
Virgil Bush (Board Member)	Whiteside County Farm Bureau 100 East Knox Street Morrison, IL 61270	(815) 772-2165	
Patricia Calvin	27W411 Providence Lane Winfield, IL 60190		
Robert Cameron	23140 Emerson Road Sterling, IL 61081		
Jim Camp	16045 Ridgewood Morrison, IL 61270		
Capitol Machinery Company	Altorfer, Inc. PO Box 137 Cedar Rapids, IA 52406		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Mark Carlson	Walmart Distribution 23769 Mathew Road Sterling, IL 61081		
Mike Challand	Morrison-Rockwood State Park 18750 Lake Road Morrison, IL 61270	(815) 772-4708	Mike.Challand@illinois.gov
Joan Chandler	21040 Smit Road Morrison, IL 61270		
Ralph Charleston	17022 Tampico Road Sterling, IL 61081		
R A Cherry W D Cherry	1508 East 38 <sup>th</sup> Street Sterling, IL 61081		
Paul Cheshire Parish Cheshire	21354 Lincoln Road Sterling, IL 61081		
Cheryl Christianson	20644 White Oaks Road Morrison, IL 61270	(815) 772-4342	cchristi@frontiernet.net
City of Rock Falls	603 W 10 <sup>th</sup> Street Rock Falls, IL 61071		
Dan Clark (Public Works Director)	City of Fulton 415 11 <sup>th</sup> Avenue Fulton, IL 61252	(815) 589-2616	
Louise Clark	300 West Main Morrison, IL 61270	(815) 772-3200	Louise.clark@remax.net
William Clark	21907 Lincoln Road Sterling, IL 61081		
Carolyn Clifton	15930 Lakeside Drive Sterling, IL 61081		
Rhett Coatney	Lynwood Lynks 5020 Illinois Route 84 Thomson, IL 61285	(815) 259-8278	
Eric Colville	12936 Blue Goose Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Bill Conboy	607 Diamond Court Morrison, IL 61270		
Scott Connelly	City of Morrison 200 West Main Street Morrison, IL 61270		
Gerald Conner	2802 6 <sup>th</sup> Avenue Sterling, IL 61081		
Joyce Cook	20025 Beach Road Morrison, IL 61270		
Robert K. Cook, Sr.	311 West Main Street Morrison, IL 61270		
Rosemary Coplan	307 South Clinton Morrison, IL 61270		
Ron Corlan	114 E. Main Street Morrison, IL 61270		
Todd Coward	2601 Prophet Road Rock Falls, IL 61071		
Barry Cox	1203 East 20 <sup>th</sup> Street Sterling, IL 61081		
Heather Coyle	14625 Dixie Drive Morrison, IL 61270		
Carolyn Cramer	20219 Acker Rd. Fulton, IL 61252		
Margaret Crosthwaite	City of Fulton 414 11 <sup>th</sup> Avenue Fulton, IL 61252		
Crown Castle GT Co.	PMB 353 BU #815429 4017 Washington Road McMurray, PA 15317		
Catherine Cutler	430 16 <sup>th</sup> Avenue SW Cedar Rapids, IA 52404		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Arnold Damhoff	305 West Lincolnway Morrison, IL 61270		
Bernard Damhoff	1122 6 <sup>th</sup> Avenue Fulton, IL 61252		
Dave Damhoff	18367 Holly Road Morrison, IL 61270		
Don Damhoff	722 Milnes Drive Morrison, IL 61270		
Susan Sullivan Dauphin	Sullivan's Foods 217 Chicago Avenue Savanna, IL 61074		
Sam Dean	14226 Blue Goose Road Sterling, IL 61081		
James Dean	21381 Lincoln Road Sterling, IL 61081		
Arlene Decker	18795 Henry Road Sterling, IL 61081		
Stephen Deckro	101 East Main Street Morrison, IL 61270		
Jeff Deets	18943 Hillside Road Morrison, IL 61270		
Darin Dehaan	505 South 5 <sup>th</sup> Street Oregon, IL 61061		
Franklin Dehaan	901 Regan Road Rock Falls, IL 61071		
Clayton Deter	18112 Carroll Road Morrison, IL 61270		
Rick Deter	13653 Shelly Drive Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Russ Deter	18013 Noble Road Morrison, IL 61270		
Tom Determann (President)	Iowa-Illinois Highway Partnership 3601 Valley Oaks Drive Clinton, IA 52732	(563) 242-7152	tomdetermann@mchsi.com
Rick Dettman	Village of Albany 702 South Bluff Road Box 421 Albany, IL 61230	(309) 887-4091	
John Devine	2505 Prophetstown Road Rock Falls, IL 61071		
Brian Dewey	21408 Lincoln Road Sterling, IL 61081		
Carol DeWitte	12719 Garden Plain Road Morrison, IL 61270		
John Dickey, Jr.	18795 Henry Road PO Box 201 Morrison, IL 61270	(815) 772-7737	dickey@essex1.com
Joyce Dickinson	13350 Lincoln Road Morrison, IL 61270		
Evan Diedrich	22131 Lincoln Road Sterling, IL 61081		
David Dimond	9781 Kruger Road Morrison, IL 61270		
Sharon Dirkenson	10421 Polo Road Rock Falls, IL 61071		
DNP Tree Ventures	1415 Baffin Road Glenview, IL 60025		
Robert Doescher	16462 Norton Road Morrison, IL 61270	(815) 772-8441	ginbob1@frontier.com

US 30 ENVIRONMENT	AL IMPACT STATEMENT A	ND PHASE I DESIGN	REPORT STAKEHOLDER LIST
Stakeholder	Address	Phone	Email
Dohrn Family LLC	625 3 <sup>rd</sup> Avenue Rock Island, IL 61201		
Stanley Domack	13564 Damen Road Morrison, IL 61270		
Mary Dombroski	19726 Blue Goose Rd Morrison, IL 61270		
Dave Dornbusch (Coordinator)	Blackhawk Hills Resource Conservation and Development 102 East Route 30, Suite 2 Rock Falls, IL 61071	(815) 625-3854	Dave.dornbusch@il.usda.gov
Albert Drews	16911 Tanglewood Drive Morrison, IL 61270		
Honorable Roger Drey (Mayor)	City of Morrison 200 West Main Street Morrison, IL 61270	(815) 772-7657	mayor@morrisonil.org
Honorable Richard Durbin United States Senator	525 South 8 <sup>th</sup> Street Springfield, IL 62703		
John Dyke	106 East North Street Morrison, IL 61270	(815) 631-4881	
Don Dykema	10409 Prairie Center Road Morrison, IL 61270		
Martin Dykema	11506 Garden Plain Road Morrison, IL 61270		
Roger Dykema Ron Dykema	16044 Ridgewood Drive Morrison, IL 61270		
David J. Dykstra	509 West Lincolnway Morrison, IL 61270		
Garrett Dykstra	Cattail Drainage District 8005 Lincoln Road Fulton, IL 61252	(815) 589-2982	

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Gary Dykstra	229 Third Street Fulton, IL 61252		
Russell Dykstra	19222 Acker Road Fulton, IL 61252		
Charles T. Dykstra (First Ward)	407 8 <sup>th</sup> Avenue Fulton, IL 61252	(815) 589-2439	ctdykstra@hotmail.com
Bonnie Dyson	Fulton Chamber of Commerce PO Box 208 Fulton, IL 61252		
Roland Ebbers	304 Oak Street Morrison, IL 61270		
Timothy Ebbers	13785 Crosby Road Morrison, IL 61270		
Retha Elston	212 14 <sup>th</sup> Avenue Sterling, IL 61081		
Karen Endress	11489 Garden Plain Road Morrison, IL 61270	(815) 772-4833	Pontiacmom2001@yahoo.com
Merrie Jo Enloe	Village of Thomson PO Box 244 Thomson, IL 61285	(815) 259-3905	
Pamela Erby	Rock Falls Rotary Club 300 1 <sup>st</sup> Avenue Rock Falls, IL 61071	(815) 622-2576	
Larry Esbjornson	21097 Lincoln Road Sterling, IL 61081		
Lloyd Esse	209 Olive Street Morrison, IL 61270		
June Estes	20708 White Oaks Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Kimberly Ewoldsen (Executive Director)	Sauk Valley Chamber of Commerce 211 Locust Street Sterling, IL 61081	(815) 625-2400	
Wayne Farrell	101 Fairview Morrison, IL 61270		
Lawrence Farthing	20281 Lyndon Road Morrison, IL 61270		
Eugene Field (First Ward)	City of Fulton 1323 9 <sup>th</sup> Avenue Fulton, IL 61252	(815) 589-2925	
Walter Fields	9049 Lincoln Road Fulton, IL 61252		
Jim Finneran	18866 Lake Road Morrison, IL 61270		
Aubrey Fisher	Aubrey's Candles & Crafts 16194 Lincoln Road Morrison, IL 61270		
James Fisher	13533 Garden Plain Road Morrison, IL 61270		
Thomas Fletcher	14215 Round Grove Road Morrison, IL 61270		
Arlin Foelkers	24719 Emerson Road Sterling, IL 61081		
Arlyn Folkers	24013 Hazel Road Sterling, IL 61081	(815) 626-3170	A.Folkers@comcast.net
Darren Forbers	20829 Lincoln Street Sterling, IL 61081		
Kent Forth Kathleen S. Forth	19287 Lake Road Morrison, IL 61270	(815) 772-4780	Ksforth0710@hughes.net
Glenn Frank	13568 Lyndon Road Morrison, II 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Larry Fransen	405 North Orange Street Morrison, IL 61270		
Keith Frederick	409 South Base Morrison, IL 61270		
Jim Fredricks (Board Member)	Whiteside County Farm Bureau 4 Holly Road Sterling, IL 61081	(815) 772-2165	
Robert Fulton	503 West Lincolnway Morrison, IL 61270	(815) 772-5622	Fulton.robert.m@gmail.com
Tammy Garibay (Utility Billing)	City of Fulton 415 11 <sup>th</sup> Avenue Fulton, IL 61252	(815) 589-2616	
William Garrett	14300 Round Grove Road Morrison, IL 61270		
Charles Gaumer, Jr.	CMG & EMG Living Trust 24832 West Rock Falls Road Sterling, IL 61081		
Bob Geerts	502 Meadow Lane Morrison, IL 61270		
Gentle Ridge, Inc.	4512 East Lincolnway Sterling, IL 61081		
Jon Gentz	708 West Lincolnway Morrison, IL 61270		
Steven Gerdes	13306 Lincoln Road Morrison, IL 61270		
Vyrle Gerlach Nelta Gerlach, Trustees	16580 Norton Road Morrison, IL 61270		
Gary Gibbs	16610 Carroll Road Morrison, IL 61270		
MaryAnn Giddings	10338 Kruger Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
David Ginliani	2100 Freeport Road Sterling, IL 61081		
Suellen Girard (Superintendent)	Morrison Community Unit School District #6 643 Genesee Avenue Morrison, IL 61270	(815) 772-2064	Suellen.girard@morrisonschools.org
Rex Given	15739 Hazel Road Morrison, IL 61270		
Richard Glasgow	508 West Main Morrison, IL 61270		
Gold Stars FS Inc.	101 North East Street Cambridge, IL 61238		
Susan Gomez	13800 Rockwood Court Morrison, IL 61270		
Margaret Good	705 Milnes Drive Morrison, IL 61270		
Orville Goodenough	11589 Garden Plain Road Morrison, IL 61270		
Steve Goodenough	504 East Lincolnway Morrison, IL 61270		
Zenaida Granada	1311 North Oakley Chicago, IL 60622		
Honorable Chuck Grassley Unites States Senator	201 West 2 <sup>nd</sup> Street, Suite 720 Davenport, IA 52801		
Merle Grau	501 East High Street Morrison, IL 61270		
Alan Gravert	13833 Henry Road Morrison, IL 61270		
Kent Gravert	18388 Round Grove Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Nancy Gravert	406 North Base Morrison, IL 61270	(815) 772-7243	
Craig Gray Sally Gray	210 W. Morris Morrison, IL 61270		
Shawn Greeley	20141 Hillside Road Morrison, IL 61270		
Roxanne Groenewold	16709 Carroll Road Morrison, IL 61270		
Ruth Gundlach	619 East Lincolnway Morrison, IL 61270	(815) 772-2101	Ruth.gundlach.g8x8@statefarm.com
Steve Gurth	12361 Garden Plain Road Morrison, IL 61270		
Leon Haan	16440 Norton Road Morrison, IL 61270		
Duane Habben	105 South Grape Street Morrison, IL 61270		
Ed Habben (Board Member)	Whiteside County Farm Bureau 17509 Tampico Road Sterling, IL 61081	(815) 772-2165	
Marilyn Habben, Trust	14795 Norrish Road Morrison, IL 61270		
James Hall Annette Hall	13400 Lincoln Road Morrison, IL 61270	(815) 590-1745	Net3email@yahoo.com
George Hallman	603 West Route 30 Rock Falls, IL 61071	(815) 499-4313	hallmn@hotmail.com
Larry Hamilton	14201 Lister Road Morrison, IL 61270		
Frederick Hamstra Susan Hamstra	15117 Norrish Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
David Hand	700 Marty Avenue Rock Falls, IL 61071	(815) 626-1023	
Elaine Hand	JMT Strategies, Inc. 17022 Hoover Road Sterling, IL 61081	(815) 626-7756	
Mike Hand	Agri-King, Inc. PO Box 208 Fulton, IL 61252	(815) 589-2525	
LeRoy Handel	16960 Tanglewild Drive Morrison, IL 61270		
Jeanne Hansen David Kauffman	4462 Tattersall Drive Plainfield, IN 46168		
Laurie Hanson	12880 Masters Drive Morrison, IL 61270	(815) 772-7666	
Honorable Tom Harkin United States Senator	1606 Brady Street, Ste. 323 Davenport, IA 52803		
Lindsay Harkness	PO Box 272 Morrison, IL 61270		
Steve Harm	14272 Blue Goose Road Sterling, IL 61081		
Dave Harrison	Whiteside County Soil & Water Conservation District 16255 Liberty Street Morrison, IL 61270	(815) 772-2124	Dave.harrison@il.nacdnet.net
Gene Hartz	11700 Lincoln Road Morrison, IL 61270		
Helen Harvey	12269 Prairie Center Road Morrison, IL 61270	(815) 772-2255	
Iona Harvey Raymond Harvey	107 Olive Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Michael W. Hastings (President/CEO)	Jo-Carroll Energy, Inc. 793 U.S. Route 20 West PO Box 390 Elizabeth, IL 61028	(815) 858-2207	
Gary Hayenga	Wells Fargo Bank 100 West Lincolnway Morrison, IL 61270		
Guy Hayenga	City of Morrison 200 West Main Street Morrison, IL 61270		
Cynthia Heath	821 Butternut Court Frankfort, IL 60423	(815) 469-3879	
Jane Heath	13889 Lincoln Road Morrison, IL 61270		
Jerry J. Hebeler	Chamber of Commerce PO Box 352 Thomson, IL 61285	(815) 297-0367	
Gary Heide	5642 Riverview Circle Thomson, IL 61285		
Bonnie Heimbach	Historic Lincoln Highway Coalition 200 South State Street Belvidere, IL 61008	(815) 547-3854	
Peter Hembrough Beth Hembrough	20818 White Oaks Road Morrison, IL 61270		
John Hennessy, Trust	1729 North 77 <sup>th</sup> Avenue Elmwood Park, IL 60707		
Sandra J. Henrekin (Executive Director)	Rock Falls Community Development Corporation 309 First Avenue Rock Falls, IL 61071	(815) 626-8053	
E. F. Heumann	19285 Yorktown Road Morrison, IL 61270	(815) 772-2156	

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Richard Hinrichs	12835 Lawrence Road Sterling, IL 61081		
Drew Hoffman	13807 Prairie Center Road Morrison, IL 61270		
Hoffman Brothers #3 Land Trust Roger Hoffman	709 Hoffman Drive Rock Falls, IL 61071		
Henry Hoffman, Trust Ronald Hoffman	711 Hoffman Drive Rock Falls, IL 61071		
Myron Hofmeister	Whiteside County Board 707 Jackson Street Prophetstown, IL 61277	(815) 537-2301	
Doug Holesinger	16640 Sand Road Fulton, IL 61252		
Keith Holesinger, Trust	609 North 10 <sup>th</sup> Street Fulton, IL 61252		
Russ Holesinger	105 East Main Street Morrison, IL 61270	(815) 772-2164	holesinger@frontiernet.net
Holesinger Farms, Inc.	PO Box 326 Fulton, IL 61252		
Steve Hollister	401 E. Winfield Street Morrison, IL 61270		
Linda Hollis (City Clerk)	City of Fulton 415 11 <sup>th</sup> Avenue Fulton, IL 61252		
Honorable Rodger E. J. Holm (Mayor)	City of Clinton 611 South 3 <sup>rd</sup> Street Clinton, IA 52732	(563) 242-2144	rodgerholm@ci.clinton.ia.us
Kay Hood	522 E. High Morrison, IL 61270		
Ginny House	13129 Harvey Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Ricky House	25029 Indian Ridge Road Sterling, IL 61081		
Gene Houzenga	12750 Prairie Center Road Morrison, IL 61270		
Harlan Houzenga	12831 Lincoln Road Morrison, IL 61270		
James Hruby Chris Hruby	Morrison Grease Recycling 9470 Lincoln Road Morrison, IL 61270		
William Huber	13515 Treva Drive Morrison, IL 61270		
Bob Huizenga	11266 Bunker Hill Road Morrison, IL 61270		
Tom Huizenga	16421 Millard Road Morrison, IL 61270		
Honorable Randall M. Hultgren Member of Congress	119 West First Street Dixon, IL 61021		
Max Hutchins	23274 Emerson Road Sterling, IL 61081		
IDOT	819 Depot Avenue Dixon, IL 61021		
Industrial Overlay, Inc.	PO Box 477 Rock Falls, IL 61071		
Lawrence Isaacson	16740 Crosby Road Morrison, IL 61270		
Doug Ishmael Joann Ishmael	1930 Smoky Road Savannah, TN 38372		
Gloria Ivey Sydnee Ivey	12578 Prairie Center Road Morrison, IL 61270	(815) 772-3195	

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Honorable Mike Jacobs State Senator	606 19 <sup>th</sup> Street Moline, IL 61265		
Susan James	1734 Valley View Drive Dixon, IL 61021		
Gene Jakoby	1004 Selmi Lane Rock Falls, IL 61071		
Lauren Jansen	13174 Prairie Center Road Morrison, IL 61270		
Floy Janssen, Trust Nancy Janssen	2326 12 <sup>th</sup> Street Peru, IL 61354		
Eric Janvrin	10700 Union Grove Road Morrison, IL 61270	(319) 551-8346	epjanvrin@frontiernet.net
Japek Inc.	24009 Lincoln Rd Sterling, IL 61081		
David C. Jennings	Jennings Optometrist 201 East Market Street Morrison, IL 61270		
Jill Jennings	16380 Browns Road Morrison, IL 61270		
Harlan Johannsen	20711 Lincoln Road Morrison, IL 61270		
Barbara Johnson c/o Tim Vegter	11942 Lincoln Road Morrison, IL 61270		
Craig Johnson	901 31 <sup>st</sup> Ave. Fulton, IL 61252	(815) 589-2412	cjohnson@jtcullenco.com
Eric Johnson Roger Johnson	J.T. Cullen Co., Inc. PO Box 311 Fulton, IL 61252	(815) 589-2412	ejohnson@jtcullenco.com rjohnson@JTcullenco.com
Galen Johnson	14364 Damen Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Reid Johnson	Whiteside County Farm Bureau 3590 Parkins Road Prophetstown, IL 61277	(815) 772-2165	
Robert Johnson Dixon Johnson	1414 North Cherry Street Galesburg, IL 61401	(309) 368-4225	
Brian Jones	7925 Lincoln Road Morrison, IL 61270		
Dale Jones	17870 Millard Road Morrison, IL 61270		
Warren Juist	607 15 <sup>th</sup> Avenue Fulton, IL 61252	(815) 589-2616	
Mark Kaiser	13716 Shelly Drive Morrison, IL 61270		
Earl Kaufman	12072 Yager Road Lyndon, IL 61261		
Michael J. Kearney	200 5 <sup>th</sup> Avenue South #304 Clinton, IA 52732	(563) 242-0414	Kearney@alum.wustl.edu
G. Tim Keller	1716 West 4 <sup>th</sup> Street Sterling, IL 61081		
Barbara Kelly	20152 Acker Road Fulton, IL 61252		
Francis Kelly	13001 Pleasant Street Morrison, IL 61270		
Lyn Kenady	Happy Joe's Pizza 109 West Main Street Morrison, IL 61270		
Lori Keppen	23873 Telegraph Road Chadwick, IL 61014		
W. Kilgus	14932 Norrish Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Donald S. King	13845 Lincoln Road Morrison, IL 61270		
Jim King, Jr.	IFH Group PO Box 550 Rock Falls, IL 61071	(815) 626-1018	
Todd Kinney	1900 North 3 <sup>rd</sup> Street Clinton, IA 52732		
Honorable Mark Kirk United States Senator	607 East Adams Suite 1520 Springfield, IL 62701		
Kent Klima (General Manager)	Northern Illinois Frontier Communications, Inc. PO Box 175 124 Lincolnway East Morrison, IL 61270		
Joe Klimson	501 East Lincolnway Morrison, IL 61270		
Mary Sue Klimstra, Trust	Wells Fargo NA PO Box 13519 Arlington, TX 76094		
Spencer Knox	311A N. Jacobson Morrison, IL 61270		
Gayla Kolb	Rock Falls Community Development Corporation 309 First Avenue Rock Falls, IL 61071	(815) 626-8053	coordinator@rockfallsdevelopment.org
Barbara Kophamer	PO Box 150 Morrison, IL 61270		
Jim Kophamer	1019 Hilltop Drive Morrison, IL 61270		
Jon Kophamer	19094 Ward Road Morrison, IL 61270		
Kenneth Kophamer	118 East Main Street Morrison, IL 61270	(815) 772-2728	kenny@kenkoprealty.com

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Karl Kovarile	200 East Knox Street Morrison, IL 61270		
Mike Kramer	Village of Lyndon 307 1st Street West Lyndon, IL 61261	(815) 778-4940	
Dan Kuehl	1001 Jenny Lane Morrison, IL 61270	(815) 441-1100	Kkuehl70@gmail.com
Doug Kuehl	12903 Malvern Road Morrison, IL 61270	(815) 772-2326	dhkuehl@thewisp.net
Ken Kuehl	12501 Malvern Road Morrison, IL 61270		
Randy Kuehl	18977 Millard Road Morrison, IL 61270		
William Kuehl	10499 Lincoln Road Morrison, IL 61270		
Glen R. Kuhlemier	1011 6 <sup>th</sup> Avenue Rock Falls, IL 61071	(815) 626-5573	
Dennis Kyarsgaard	24120 Emerson Road Sterling, IL 61081		
Doug Lancaster	14079 Crosby Road Morrison, IL 61270		
Robert Landheer	16273 Lincoln Road Morrison, IL 61270		
Don Lane	206 Pine Street Morrison, IL 61270		
James Lane	1007 Hickory Hills Road Rock Falls, IL 61071		
Richard Lappa, Sr.	20860 White Oaks Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Vern Latwesen	16360 Spring Valley Road Morrison, IL 61270	(815) 772-7049	latwesen@hughes.net
Joann Laufenberg Jerry Laufenberg	306 Sycamore Street Morrison, IL 61270	(815) 772-2052	
Derek Lawrence	644 Genesee Avenue Morrison, IL 61270		
Honorable Charles "Skip" Lee (Mayor)	City of Sterling 212 Third Avenue Sterling, IL 61081	(815) 632-6621	
LuEllen Lee	14760 Norrish Road Morrison, IL 61270		
Leroy Leesman	Leesman Brother Trust 604 West 14 <sup>th</sup> Street Rock Falls, IL 61071		
Edith Lenz (Reverend)	514 15 <sup>th</sup> Avenue Fulton, IL 61252	(815) 589-2203	edielenz@firstrcafulton.org
Wes Letcher (Third Ward)	City of Fulton 513 15 <sup>th</sup> Avenue Fulton, IL 61252	(815) 589-4526	wletcher@mchsi.com
Matt Lillpop (Manager)	Whiteside County Farm Bureau 100 East Knox Street Morrison, IL 61270	(815) 441-8572	Matt.wcfb@frontiernet.net
Charlotte Linder	210 West Wall Street Morrison, IL 61270		
Kent Linder	19450 Lake Road Morrison, IL 61270		
Gus Linke	308 Scenic Street Morrison, IL 61270		
Charles Litchfield	504 South Jackson Street Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Jon Lockhart	502 Tenth Avenue Fulton, IL 61252		
Bill Loerop	City of Fulton 415 11 <sup>th</sup> Avenue Fulton, IL 61252		
Kim Lofgren	21186 Mathew Road Sterling, IL 61081		
Audrey Logan	3210 West Route 30 Rock Falls, IL 61071		
Wayne Longanecker	15840 Yorktown Road Morrison, IL 61270		
Jim Lopez (Road Commissioner)	Sterling Township 108 4 <sup>th</sup> Avenue Sterling, IL 61081	(815) 632-6621	fleal@dsl.essex1.com
M & S Pools & Spas	23285 Mathew Road Sterling, IL 61081		
M V C Corporation	14993 Lyndon Road Morrison, IL 61270		
Gerald Mance	125 East Main Street Morrison, IL 61270		
Alan Manchester	17530 Millard Road Morrison, IL 61270	(815) 772-4127	
Joseph Manemann Molly Manemann	15803 Henry Road Morrison, IL 61270	(815) 772-8856	mollandjoe@hotmail.com
Honorable Don Manzullo Member of Congress	415 S. Mulford Road Rockford, IL 61108		
Linda Marley	2105 Freeport Road Apartment 1002 Sterling, IL 61081		
Joe Martin	503 West 10 <sup>th</sup> Street Sterling, IL 61081		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
John Martin	708 Coralyn Drive PO Box 411 Morrison, IL 61270		
Barbara Mask (President)	Fulton Historical Society 715 10 <sup>th</sup> Avenue Fulton, IL 61252	(815) 589-3809	barbmask@mchsi.com
John Massey	208 West Knox Street Morrison, IL 61270		
Gerald W. Mathew	19873 Lincoln Rd Morrison, IL 61270	(815) 772-4192	gmathew@frontiernet.net
Susan M. May	Susan's Calico Creations 1108 4th Street Fulton, IL 61252	(815) 589-2221	susancalicocreations@hotmail.com
Janice Mayes	504 West Lincolnway Morrison, IL 61270		
William McCue	Drainage District #2 of Hopkins 23267 Matthew Road Sterling, IL 61081		
Frank McCue	23840 Moline Road Sterling, IL 61081		
Joseph McCue	12912 Matznick Road Sterling, IL 61081		
Douglas McCulloh	15686 Henry Road Morrison, IL 61270		
Debbie McDonnell	1712 Ridgewood Drive Morrison, IL 61270	(815) 772-7519	Sharpgr12@yahoo.com
Joel McDonnell	McDonnell Farms 343 North Main Street Glen Ellyn, IL 60137		
Kelly McDonnell	409 South Genesee Street Morrison, IL 61270	(815) 218-6305	Kmcdonnell66@hotmail.com

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Michael McGinn	18944 Star Road Prophetstown, IL 61277		
Daniel McKenzie	20832 White Oaks Road Morrison, IL 61270		
Michael McMahon	10032 Fulfs Road Morrison, IL 61270		
Sylvester McWorthy	700 Deerview Lane Morrison, IL 61270		
Alan Medema Joyce Medema	13577 Hillside Road Morrison, IL 61270	(815) 441-3436	
Robyn Meinen	2307 Prophet Road Rock Falls, IL 61071		
Gerald Meinsma	12910 Yager Road Morrison, IL 61270		
Jeff Meinsma	17578 Bunker Hill Road Morrison, IL 61270	(815) 772-3508	Jjej81@thewisp.net
Jason Meinsma	14195 Round Grove Road Morrison, IL 61270		
Kenneth Meinsma	14117 Round Grove Road Morrison, IL 61270	(815) 772-4183	kreativem@hotmail.com
Mike Mely	15008 Henry Road Morrison, IL 61270		
Ann B. Mennenoh	16916 Tanglewild Drive PO Box 359 Morrison, IL 61270		
Dennis Metcalf	15629 Moline Road Lyndon, IL 61261		
Gary Meyer Darlene Meyer	19379 Lincoln Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Gary Meyer Darlene Meyer	20640 White Oaks Road Morrison, IL 61270		
Duane Meyers	9309 East Vereda Solane Drive Scottsdale, AZ 85255		
Trevor Meyers	22594 Lincoln Road Sterling, IL 61081		
Steve Miley Joyce Miley	17955 Hillside Road Morrison, IL 61270		
Donald L. Miller	523 Christopher Morrison, IL 61270		
Ken Mills	11571 Cloudy Road Morrison, IL 61270		
Rusty Mills	13850 Shelly Drive Morrison, IL 61270		
Gary Milnes	15395 Norrish Road Morrison, IL 61270		
Amanda Mitchell	12785 Pear Street Sterling, IL 61081		
Honorable Jerry L. Mitchell State Representative	100 East 5 <sup>th</sup> Street Rock Falls, IL 61071		
Stan Mitick Ruth Mitick	513 Anthony Ct. Morrison, IL 61270		
Wayne Mix	2804 West Route 30 Rock Falls, IL 61071		
Harold Montgomery	14966 Norrish Road Morrison, IL 61270		
Sharon Moore	10 W. Lincolnway Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Mark Morgan	25440 Indian Ridge Road Sterling, IL 61081		
Keith Morine LuAnn Morine	19246 Acker Road Fulton, IL 61252		
Morrison Ag LLC	5502 Lyndon Road Prophetstown, IL 61277		
Morrison City Hall	200 W. Main Street Morrison, IL 61270		
Honorable Richard Morthland State Representative	4416 River Drive Moline, IL 61265		
Martha Moulton	300 Maple Avenue Morrison, IL 61270		
Martha Moulton	2612 Monterey Bay Evans, CO 80620		
Edward Mulvaney	603 W. 10 <sup>th</sup> Street Rock Falls, IL 61071	(815) 622-1110	
Ray Neisewander	468 Timberland Drive Dixon, IL 61021		
Dorothy Nelson	600 Christopher Street Morrison, IL 61270		
Gordon Nelson	106 Carolee Lane Morrison, IL 61270		
Karen Nelson	1906 New High Street Rock Falls, IL 61071	(815) 625-7343	inelknel@insightbb.com
Thomas Nelson	25300 Como Road Sterling, IL 61081		
Edward Newendyke	10972 Kruger Road Morrison, IL 61270		
Richard Ng	4002 West Rock Falls Road Rock Falls, IL 61071		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Richard Ng	3920 W Rock Falls Rd Rock Falls , IL 61071		
Elwin Nice	20608 Carroll Road Morrison, IL 61270		
William Nice	Whiteside County Board 20780 Carroll Road Morrison, IL 61270	(815) 772-7465	
Dolores Nice-Siegenthaler	4266 Wilshire Boulevard Oakland, CA 94602		
Tom Nielson	10365 Calhoun Road Rock Falls, IL 61071		
John Niemann	23444 Mathew Road Sterling, IL 61081		
Dave Noble (General Manager)	Wal-Mart Distribution 23769 Mathew Rd Sterling, IL 61081	(815) 632-4899	dgnoble@wal-mart.com
Robert Olesen	15819 Lakeside Sterling, IL 61081		
LaDonna Opheim	1748 Shutters Street Thomson, IL 61283	(815) 259-5705	
Sheila Osborn	13631 Shelly Drive Morrison, IL 61270		
Marlene Osterhaus	PO Box 3111 Davenport, IA 52808	(563) 508-1731	Moster1219@aol.com
DuWayne Ottens	13965 Feldman Road Morrison, IL 61270		
Gene Ottens Phyllis Ottens	15430 Wayne Road Morrison, IL 61270		
Kelby Ottens	12578 Prairie Center Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Jack Ottosen	13801 Lister Road Morrison, IL 61270	(815) 772-3013	
Margo Owano	19396 Noel Court Morrison, IL 61270		
Douglas A. Pannier	1716 Ridgewood Drive Morrison, IL 61270		
R. Everett Pannier	Morrison Area Development Corporation 608 Greenwood Drive Morrison, IL 61270	(815) 772-2528	epannier@frontiernet.net
Dr. Richard Parkinson, Ed. D	Morrison Institute of Technology (MIT) 701 Portland Avenue Morrison, IL 61270	(815) 772-7218	rcpark@morrison.tec.il.us
Jerry Paulson	320 South Third Street Rockford, IL 61104	(815) 964-6666	paulsonjerry@aol.com
Pat Van Loo (City Clerk)	Clinton City Hall 611 S. 3 <sup>rd</sup> Street Clinton, IA 52732		
Roger Pell	17218 Lincoln Road Morrison, IL 61270		
Fred Pell, Trustee	17048 Lincoln Road Morrison, IL 61270		
Humberto Perez	4104 Rock Falls Road Rock Falls, IL 61071		
Margaret Pessman Gene Pessman	15651 Millard Road Morrison, IL 61270	(815) 772-2769	
Pat Pessman Vern Pessman	20482 Acker Road Fulton, IL 61252		
Travis Peter	15270 Diamond Road Fulton, IL 61252	(815) 589-2412	tpeter@jtcullenco.com

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Michl Peters	901 31 <sup>st</sup> Avenue Fulton, IL 61252	(815) 589-2412	mpeters@jtcullenco.com
Jerry Peterson	League of Illinois Bicyclists 1505 First Avenue Sterling, IL 61081		
Ken Petersen	16820 Tanglewood Drive Morrison, IL 61270		
Peter Petrowsky	Whiteside County Engineer 18819 Lincoln Road Morrison, IL 61270		
John Petry Maria Petry	20798 White Oaks Morrison, IL 61270		
Edith Pfeffer	931 2 <sup>nd</sup> Avenue South Clinton, IA 52732	(563) 243-7751	
Raymond Pierson Lucia Pierson	5416 Emerson Road Sterling, IL 61081		
Merritt Pitcher	15763 Patch Road Morrison, IL 61270		
Ronald Pleskovitch	2900 West Rock Falls Road Rock Falls, IL 61071		
Malcolm Pollock	2802 West Route 30 Rock Falls, IL 61071		
Beulah Porter	16875 Tanglewild Drive Morrison, IL 61270		
Clarence Porter	11159 Crosby Road Morrison, IL 61270		
John Prange	Morrison Area Development Corporation 701 North Genesee Morrison, IL 61270		
Matthew Pratt	218 West Main Street Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Propheter Real Estate	18573 Pennington Road Sterling, IL 61081		
Rich Pruis	12471 Bunker Hill Road Morrison, IL 61270		
Allen Puckett	20688 White Oaks Road Morrison, IL 61270		
Quality Ready Mix	14849 Lyndon Road Morrison, IL 61270		
Jean Quick	9868 Kruger Road Morrison, IL 61270		
Catherine Rambo	705 Melody Court Apartment #3 Morrison, IL 61270	(815) 772-7317	
Gary Ralston	19212 Acker Road Fulton, IL 61252		
Marjorie Ratzlaff	2707 West Rock Falls Road Rock Falls, IL 61071		
Chandra Ravada	4563 Camelot Drive Dubuque, IA 52002		
Doug Ray	226 Prairie Lane West Princeton, IL 61356		
Virginia Ray	1224 1 <sup>st</sup> Avenue Fulton, IL 61252		
Donna Reavy	16310 Union Street Morrison, IL 61270		
Don Reed	13012 Locust Court Morrison, IL 61270		
Lynn Reimer	18020 Bunker Hill Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Merle Reisenbigler	604 Ash Morrison, IL 61270	(815) 772-2907	merle@rcsmithlimo.com
Dennis Reiss	14800 Elk Road Fulton, IL 61252		
Daehle Reitzel	City of Rock Falls 603 West 10 <sup>th</sup> Street Rock Falls, IL 61071		
Lester & Beth Renkes, Trust	14825 Norrish Road Morrison, IL 61270		
Phillip Renkes	1007 Glenwood Drive Morrison, IL 61270	(815) 772-3309	Renke62@yahoo.com
Randy Renkes	313 N. Jackson Street Morrison, IL 61270		
Randy Renkes Katy Renkes	11760 Garden Plain Road Morrison, IL 61270	(815) 772-7399	renkesinc@yahoo.com
Ryan Renkes	509 East High Street Morrison, IL 61270		
Russ Renner	Whiteside County Engineer 18819 Lincoln Road Morrison, IL 61270	(815) 772-7651	rrenner@whiteside.org
Curtis Repass	805 Regan Road Rock Falls, IL 61071		
Jon Lockhart	502 Tenth Avenue Fulton, IL 61252		
Denny Siefken Steve Siefken	11489 Ward Road Morrison, IL 61270		
James Rhoades (Chief of Police)	City of Fulton 415 11 <sup>th</sup> Avenue Fulton, IL 61252		
Dan Ribordy	WIPFLi LLP CPAs and Consultants 403 East Third Street Sterling, IL 61081	(815) 626-1277	

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Bert Rice	16173 Hazel Road Morrison, IL 61270		
Scott Rickels Ranae Rickels	13677 Crosby Road Morrison, IL 61270		
Elisa Rideout	517 North Genesee Street Morrison, IL 61270	(815) 772-4117	Nativesteward@yahoo.com
Rock River Christian Center	1800 Prophet Road Rock Falls, IL 61071		
Rock River First Church of God	PO Box 489 Rock Falls, IL 61071		
Rosemary Rodgers	8889 Lincoln Road Fulton, IL 61252	(815) 772-8256	
Valarie Rodgers	14278 Robertson Lane Morrison, IL 61270		
Chonita Rodriguez	3000 West Route 30 Rock Falls, IL 61071		
Ron Roels	City of Fulton 415 11 <sup>th</sup> Avenue Fulton, IL 61252		
Karen Rogers	1749 Rolling Hills Drive Crystal Lake, IL 60014		
Ruthie Rogers (Highway Commissioner)	Coloma Township 217 West 14 <sup>th</sup> Street Rock Falls, IL 61071	(815) 625-3207	
Dave Rose (Alderman Ward 4)	City of Morrison 306 South Madison Morrison, IL 61270	(815) 772-7366	
Jim Rosenow	17921 Millard Road Morrison, IL 61270		
Mark Rubright	9108 Lincoln Road Fulton, IL 61252		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Vera Rubright Franlin Dehaan	901 Regan Road Rock Falls, IL 61071		
Honorable Larry W. Russell (Mayor)	City of Fulton 415 11 <sup>th</sup> Avenue Fulton, IL 61252	(815) 589-2616	fultonadmin@mchsi.com
Ronald Russell	13360 Blue Goose Road Morrison, IL 61270		
Gary Sandrock	Sandrock Farms 8681 Hickory Hills Road Rock Falls, IL 61071	(815) 622-0002	
Rich Sawyer	17856 Hazel Road Morrison, IL 61270		
Larry Schaver	14770 Norrish Road Morrison, IL 61270		
Gerald Schaver Linda Schaver	801 13 <sup>th</sup> Avenue Fulton, IL 61252		
Honorable Bobby Schilling Member of Congress	1600 First Avenue, Suite A Rock Falls IL 61071		
Scott Schipper	15366 Diamond Road Fulton, IL 61252	(815) 520-3458	sschipper@jtcullenco.com
Kevin Schister	116 Carolee Lane Morrison, IL 61270		
Gary W. Schreiner Roger Colmark	210 East 3 <sup>rd</sup> Street Sterling, IL 61081		
Laverne Schroeder	16614 Carroll Road Morrison, IL 61270		
Melanie T. Schroeder	City of Morrison 200 West Main Street Morrison, IL 61270		
Steven Schroeder	PO Box 388 Morrison, IL 61270		

US 30 ENVIRONMENT	AL IMPACT STATEMENT A	ND PHASE I DESIGN	N REPORT STAKEHOLDER LIST
Stakeholder	Address	Phone	Email
Vernon Schroeder	15445 Lincoln Road Morrison, IL 61270		
Jim Schueneman	603 West 10 <sup>th</sup> Street Rock Falls, IL 61071		
Mark Schuler	15778 Hazel Road Morrison, IL 61270	(815) 772-2196	schulermotors@frontiernet.net
Swan Schuler	104 East Main Street Morrison, IL 61270		
Phil Schultz	Whiteside County Farm Bureau 23787 Prophet Road Rock Falls, IL 61071	(815) 772-2165	
Royanne Schultz	4008 West Route 30 Rock Falls, IL 61071		
Sherry Schwartz	13781 Prairie Center Morrison, IL 61270	(815) 772-3664	schwartzcps@yahoo.com
David Scott Debra Scott	20829 Lincoln Rd Sterling, IL 61081	(815) 772-7089	4rottsru2@frontiernet.net
James Scott	600 Hickory Hills Drive Morrison, IL 61270		
Richard Scott	15075 Round Grove Road Morrison, IL 61270		
Rod Scott	813 East Humphrey Avenue Rock Falls, IL 61071		
Harold Scuffham Mart Scuffham	12433 Prairie Center Road Morrison, IL 61270		
Ben Seaman	16955 Carroll Road Morrison, IL 61270		
Louis Sedig Kathy Sedig	14366 Sawyer Road Morrison, IL 61270	(815) 772-8722	Isedig@frontiernet.net

US 30 ENVIRONMENT	AL IMPACT STATEMENT AI	ND PHASE I DESIGN	N REPORT STAKEHOLDER LIST
Stakeholder	Address	Phone	Email
Charles Sedig	16356 Bishop Road Morrison, IL 61270		
William Senior Alice Senior	500 Elm Street Morrison, IL 61270		
Ron Shank	14245 Lister Road Morrison, IL 61270		
Angela Shouse	16462 Norton Road Morrison, IL 61270		Ginbob1@frontier.com
Kay Shelton	Illinois Lincoln Highway Association 1006 North 15 <sup>th</sup> Street Dekalb, IL 60115	(815) 748-7211	Lincolnhighway2010@yahoo.com
Lola Shirk	512 East Wall Street Morrison, IL 61270		
William Shirk	102 N. Olive Street Morrison, IL 61270		
Scott Shumard	1411 Locust Street Sterling, IL 61081		
Gary Siefken Barb Siefken	9084 Lincoln Road Fulton, IL 61252	(815) 772-3093	
Gary Simpson Christy Simpson	14240 Liston Road Morrison, IL 61270		
Ann Slavin	620 Lincolnway Ct. Morrison, IL 61270	(815) 499-4991	judgeslavin@mchsi.com
Bart Smith	Whiteside County Farm Bureau 519 Anthony Morrison, IL 61270	(815) 772-2165	bartongsmith@mchsi.com
Bart Smith Ellen Smith	DQ Grill & Chill 200 North Sawyer Rd Morrison, IL 61270	(815) 772-7070	

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Mark Smith	18399 Millard Road Morrison, IL 61270		
Marsha L. Smith	707 Park Place Clinton, IA 52732	(563) 212-9582	msmith@clintonia.com
Rick Smith	14910 Schipper Lane Morrison, IL 61270		
Scott Smithee	1508 Flock Avenue Rock Falls, Il 61071		
Robert Snodgrass (Alderman, Ward 3)	City of Morrison 609 Genesee Avenue Morrison, IL 61270	(815) 772-7319	
Mary Snoke	14163 Damen Road Morrison, IL 61270		
Brian Snow	603 West 10 <sup>th</sup> Street Rock Falls, IL 61071		
Ed Snyder	306 Scenic Drive Morrison, IL 61270		
Hal Snyder Linda Snyder	15216 Norrish Road Morrison, IL 61270	(815) 772-2037	snydz@frontiernet.net lksnydz@yahoo.com
Jan Snyder	501 West Lincolnway Morrison, IL 61270		
Randy Snyder, Trust	PO Box 187 Albany, IL 61230		
Verna Snyder	203 West Park Street Morrison, IL 61270		
Bob Soesbe	900 South 6 <sup>th</sup> Street Clinton, IA 52732	(563) 242-2735	
Danny Soleta	20670 White Oaks Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Larry Sonberg	15299 Norrish Road Morrison, IL 61270		
Heather Sotelo (Executive Director)	Greater Sterling Development Corporation 211 Locust Street Sterling, IL 61081	(815) 625-5255	hsotelo@sterlingdevelopment.org
Lou Sotelo	307 West 13 <sup>th</sup> Street Sterling, IL 61081		
Bob Spain	First Presbyterian Church 100 West Lincolnway Morrison, IL 61270	(815) 772-3510	
Lanny Spangler	12540 Lincolnway Morrison, IL 61270		
Betty Steinert	Whiteside County Enterprise Zone & Economic Development 200 East Knox Street Morrison, IL 61270	(815) 772-5175	Bsteinert@whiteside.org
Dale Sterenberg	16836 Millard Road Morrison, IL 61270	(815) 772-2751	sos@prestontel.com
Wesley Sterenberg	404 East Park Street Morrison, IL 61270		
James Stern	28775 Hazel Road Sterling, IL 61081		
Carol Stichter	16859 Carroll Road Morrison, IL 61270		
Eunice Still	16260 Union Street Morrison, IL 61270		
David J. Stoudt	14749 Norrish Road Morrison, IL 61270		
John Stoudt	504 Maple Avenue Morrison, IL 61270	(815) 772-4790	jstoudt@citlink.net

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
John Stowell	15405 Lincoln Road Morrison, IL 61270		
Arnold C. Stralow	12207 Yager Road Lyndon, IL 61261	(815) 778-4406	
Craig Stralow	12512 Lyndon Road Morrison, IL 61270		
E.H. Stralow	15207 Henry Road Morrison, IL 61270		
Ellsworth Stralow	208 West Park Morrison, IL 61270		
Flora Stralow	16166 Liberty Street Morrison, IL 61270		
Gilbert Stralow	12261 Lincoln Road Morrison, IL 61270		farmergil@frontiernet.net
Keith Stralow	14370 Damen Road Morrison, IL 61270		
Kurt Stralow	101 East Morrison Morrison, IL 61270		
Ronald F. Stralow Betty Stralow	523 West Lincolnway Morrison, IL 61270		
Viola Stralow	206 Cedar Morrison, IL 61270		
Pat Strating	15245 Blue Goose Road Sterling, IL 61081		
Ervin Stuart	622 W. Lincolnway Morrison, IL 61270	(815) 772-3944	
Jerry Stuart	701 West Morris Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Barb Suehl-Janis (Leonard Janis)	Windmill Realty Highway 30 Coalition 609 16 <sup>th</sup> Place Fulton, IL 61252	(815) 589-3438	bsuehl@frontiernet.net timber@vbe.com
Leo Sullivan	740 Milnes Drive Morrison, IL 61270		
Jack Sumption	27942 Knief Road Rock Falls, IL 61071		
Robert Sutkay	21347 Lincoln Road Sterling, IL 61081		
Don Sweenie	9652 Union Grove Road Morrison, IL 61270		
Vicki Tate	385 Middle Street Amherst, MA 01002-3016		
Russell Tegeler Tammy Tegeler	8875 Rick Road Morrison, IL 61270		
Shawn Tegeler	808 Jackson Street Prophetstown, IL 61277		
Don Temple (Board Member)	Whiteside County Farm Bureau 5419 Harvey Road Fulton, IL 61252	(815) 772-2165	
Steve Temple	27797 Buena Vista Rock Falls, IL 61071		
Kenneth Tenboer	PO Box 381 Morrison, IL 61270		
Ruth Ann Tervelt	16624 Carroll Road Morrison, IL 61270		
Berwin Thompson	PO Box 72 Galt, IL 61037		
Bud Thompson	City of Prophetstown 102 Riverside Drive Prophetstown, IL 61277		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Honorable Howard Thompson (Mayor)	City of Prophetstown 339 Washington Street Prophetstown, IL 61277		
Arlyn Thomson	700 Milnes Drive Morrison, IL 61270		
Sarah Thorndike Will Thorndike	10066 Glenwood Morrison, IL 61270	(815) 772-7936	watjr@mchsi.com
Linda Thurm	Rock Falls Chamber of Commerce 601 West 10 <sup>th</sup> Street Rock Falls, IL 61071	(815) 625-4500	
John Thyne Kay Thyne	17120 Lincoln Road Morrison, IL 61270		
Kenneth Tiesman	Kiwanis Club of Fulton, President P.O. Box 81 Fulton, IL 61252		
Marvin Tichler	13920 Crosby Road Morrison, IL 61270		
John Tomczak	25326 Como Road Sterling, IL 61081		
Jody Tracy	1161 25 <sup>th</sup> Street Moline, IL 61265		
Dr. Heath Treharne	Tree of Life Chiropractic 1130 17 <sup>th</sup> Street Fulton, IL 61252	(815) 589-5255	nuccatree@yahoo.com
Fred Turk	3301 A Street Rock Falls, IL 61071	(815) 625-4657	turkFK@essex1.com
Patricia Turner	LaDella Farms, Inc. 4215 El Rancho Drive Davenport, IA 52806		
Paul Tyler	4006 West Rock Falls Road Rock Falls, IL 61071		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Steven Ufkin	18000 Moline Road Lyndon, IL 61261		
Dale Usterbowski	5085 Base Morrison, IL 61270	(815) 772-0153	
Luke Vander Bleek	504 Portland Avenue Morrison, IL 61270	(815) 772-3587	lvande@fitzgeraldpharmacy.com
Arnold Vandereide	6126 Holly Road Fulton, IL 61252		
Carl Vandereide	7300 Hazel Road Fulton, IL 61252		
John Vandereide	7691 Hazel Road Fulton, IL 61252		
Dave Vanderlaan	17792 Holly Road Morrison, IL 61270		
Doug Vanderlaan	16951 Round Grove Road Morrison, IL 61270		
Calvin Vandermyde	15213 Norrish Road Morrison, IL 61270		
Doug Vandermyde	600 Diamond Court Morrison, IL 61270	(815) 772-4902	
Frank Vandermyde	702 Glenwood Drive Morrison, IL 61270		
Paul Vandermyde	320 North Jackson Morrison, IL 61270		
Richard Vandermyde	617 North Orange Street Morrison, IL 61270		
Mark Vandersnick	603 West 10 <sup>th</sup> Street Rock Falls, IL 61071		
Harold Vandervinn	17919 Hazel Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Richard Van Vleet Brenda Van Vleet	12630 Prairie Center Road Morrison, IL 61270		
Dennis Van Zuiden	11939 Bunker Hill Road Morrison, IL 61270		
Robert Van Zuiden	17331 Hillside Road Morrison, IL 61270		
Bob Vaughn	Morrison Business Advisory Group 2075 Base Street Morrison, IL 61270	(815) 772-2967	bobvaughn@thecityrebar.com
Al Vegter Connie Vegter	9052 Rick Road Morrison, IL 61270	(815) 772-2860	
Arnold Vegter	10909 Prairie Center Road Morrison, IL 61270		
Harlan Vegter	11157 Prairie Center Road Morrison, IL 61270	(815) 772-3971	
Mike Vegter	14494 Vegter Road Morrison, IL 61270		
Rich Vegter	108 Prospect Street Morrison, IL 61270		
Tim Vegter	11791 Lincoln Road Morrison, IL 61270		
Timothy Vegter	11942 Lincoln Road Morrison, IL 61270		
Roy Velde	106 East South Street Morrison, IL 61270		
Francis Venhuizen	408 West Winfield Morrison, IL 61270		
Mary Jane Venhuizen	17357 Hazel Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Thelma Venhuizen Gordon Zaagman	19519 Bunker Hill Road Morrison, IL 61270		
Raymond Verdick	1103 Hickory Hills Road Rock Falls, IL 61071		
Paul Vock	18737 Bunker Hill Road Morrison, IL 61270		
Phillip Vock Tracy Vock	13893 Round Grove Road Morrison, IL 61270		
Dave Vogel	Drives, Inc. 1009 1 <sup>st</sup> Street Fulton, IL 61252	(815) 589-2211	
Terry Vogel	20690 White Oaks Road Morrison, IL 61270		
Al Vos	324 North Jackson Street Morrison, IL 61270		
Jeff Voss	21925 Carroll Road Morrison, IL 61270		
Andrea Wagner	14870 Melinda Drive Morrison, IL 61270		
Doris Wallingford	403 Florence Street Morrison, IL 61270		
Wal-Mart Stores, Inc.	Wal-Mart Property Tax Department PO Box 8050 – MS 0555 Bentonville, AR 72712		
Paulette Walston	22766 Hillside Road Fulton, IL 61252		
Betty Warkins, Trustee	PO Box 87 Erie, IL 61250		
Myra Waters	707 Deerview Lane Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Paul Walters	13365 Garden Plain Road Morrison, IL 61270		
Jeff Weaver	13651 Lincoln Road Morrison, IL 61270	(815) 499-4711	
Dave Weber	624 East Lincolnway Morrison, IL 61270		
Jeffrey Weets	13863 Prairie Center Road Morrison, IL 61270		
Betty Weidman, Trust	21253 Lincoln Road Sterling, IL 61081		
Ronald E. Weimer	13629 Garden Plain Road Morrison, IL 61270	(815) 772-4495	Weimer71@hotmail.com
Byron Wetzell	615 West Lincolnway Morrison, IL 61270	(815) 772-8936	wetzellbyj@yahoo.com
Jeff Wetzell Linda Wetzell	312 North Jackson Morrison, IL 61270		
Whiteside County	200 East Knox Street Morrison, IL 61270		
Whiteside County Highway Department	18819 Lincoln Road Morrison, IL 61270		
Jon Whitney	PO Box 369 Thomson, IL 61285		
Ronald Wiebenga Vicki Wiebenga	13901 Sawyer Road Morrison, IL 61270		
Terry Wieneke	601 Genesee Avenue Morrison, IL 61270		
Carolyn Wiersema Larry Wiersema	15149 Lyndon Road Morrison, IL 61270		
Jan Wiersema	15093 Lyndon Road Morrison, IL 61270	(815) 772-3495	lwiersema@citlink.net

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Mike Wiersema	Waste Management of Illinois 18762 Lincoln Road Morrison, IL 61270	(815) 772-7308	
Robert Wiersema	1704 Ridgewood Drive Morrison, IL 61270		
Vernon G. Wiersema	11629 Prairie Center Road PO Box 353 Morrison, IL 61270	(815) 772-2974	vwiersema@yahoo.com
Grant Wilke	1900 N. 3 <sup>rd</sup> Street Clinton, IA 52732		
Linda Wilkens	15070 Henry Road Morrison, IL 61270		
Susan Wilkens Todd Wilkens	19389 Lincoln Road Morrison, IL 61270	(815) 772-2183	tswilkens@frontiernet.net
Terry Wilkins	1706 Ridgewood Drive Morrison, IL 61270		
Ardis Willavize	213 Elm Street Morrison, IL 61270		
Gilman Williams	1600 Teresa Street Rock Falls, IL 61071		
Sue Wing	12269 Prairie Center Road Morrison, IL 61270		
Rex H. Winget	424 17 <sup>th</sup> Avenue Fulton, IL 61252	(815) 589-3070	rwinget@jtcullenco.com
Jim Wise (City Administrator)	City of Morrison 200 W. Main Street Morrison, IL 61270		
Ward Woessner c/o Frederick Woessner	14377 Galt Road Sterling, IL 61081		
Ben Wolf	17798 Spring Valley Road Morrison, IL 61270	(815) 441-1895	Ben.j.wolf@hotmail.com

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Rita Wolf Ken Wolf	9721 Lincoln Road Morrison, IL 61270		
Judy Wollam	16290 Union Street Morrison, IL 61270		
Amber Wood	631 Genesee Avenue Morrison, IL 61270		
Martha Wood	208 W. Winfield Street Prophetstown, IL 61277		
Dale Woodworth	605 Rita Court Prophetstown, IL 61277		
Jeff Woodworth	11880 Yager Road Lyndon, IL 61261	(815) 778-3397	jbwfarm@frontiernet.net
Bob Workman	15288 Henry Road Morrison, IL 61270		
Irvine Workman	208 Ash Avenue Morrison, IL 61270		
James Workman Diane Workman	304 Sycamore Morrison, IL 61270		
Linda Workman	13638 Yager Road Morrison, IL 61270	(815) 772-3641	
Lois Workman	20862 White Oaks Road Morrison, IL 61270		
Steve Workman c/o Kenneth Workman	20862 White Oaks Road Morrison, IL 61270		
Todd Workman	15051 Henry Road Morrison, IL 61270		
LeRoy Wright Mary Wright	13521 Creamery Morrison, IL 61270	(815) 441-8906	
Norm Yasp	609 East Lincolnway Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Andrew Younger, Sr.	13030 Galt Road Sterling, IL 61081		
Lisa Zaagman	19196 Moline Road Lyndon, IL 61261		
Paulette Zaagman	19519 Bunker Hill Rd Morrison, IL 61270	(815) 772-2683	paulettezoagman@yahoo.com
Tim Zollinger (City Attorney)	City of Morrison 200 West Main Street Morrison, IL 61270		
Gordon L. Zschiesche	500 1 <sup>st</sup> Street East Lyndon, IL 61261	(815) 778-3624	
Dave Zuidema	307 South Cherry Morrison, IL 61270		
Dawn Zuidema	13507 Bunker Hill Road Morrison, IL 61270		
Harvey Zuidema Karen Zuidema	1023 Hilltop Drive Morrison, IL 61270	(815) 772-3084	oboykd@frontiernet.net
James Zuidema	14264 Lyndon Road Morrison, IL 61270		
Judy Zuidema	204 Ash Avenue Morrison, IL 61270	(815) 772-2607	galleryonmain@frontiernet.net
Kent Zuidema	15252 Yorktown Road Morrison, IL 61270	(815) 718-5312	
Pat Zuidema	City of Morrison 200 West Main Street Morrison, IL 61270		
Randall Zuidema	17370 Lincoln Road Morrison, IL 61270		
Rena Zuidema	16980 Holly Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	Address	Phone	Email
Todd Zuidema	17314 Bishop Road Morrison, IL 61270		
Karen Zura	13075 Pleasant Road Morrison, IL 61270		

### **APPENDIX B: MEDIA CONTACT LIST**

DAILY NEWSPAPERS			
Newspapers	Address	Phone Number	
Illinois			
The Telegraph	113 S. Peoria Avenue Dixon, IL 61021 ebushman@saukvalley.com	(815) 284-2224 P (815) 284-2078 F	
The Daily Gazette	3200 E. Lincolnway Sterling, IL 61081 <u>irogers@saukvalley.com</u>	(815) 625-3600 P (815) 625-9390 F	
Iowa			
The Clinton Herald	221 6 <sup>th</sup> Avenue South PO Box 2961 Clinton, IA 52733 news@clintonherald.com	(563) 242-7101 P (563) 242-3854 F	

WEEKLY NEWSPAPERS			
Newspapers	Address	Phone Number	
The Review	P.O. Box 357 910 Albany Street Erie, IL 61250 review@whitesidesentinel.com	(309) 659-2761 P (309) 659-7751 F	
The Journal	1009 4 <sup>th</sup> Street Fulton, IL 61252 journal@whitesidesentinel.com	(815) 589-2424 P (815) 589-2714 F	
Whiteside News Sentinel	100 E. Main Street Morrison, IL 61270 sentinel@whitesidesentinel.com	(815) 772-7244 P (815) 772-2676 F	
Shawver Press	100 E. Main Street Morrison, IL 61270 shawverpress@frontiernet.net	(815) 772-4700 P (815) 772-2676 F	
The Echo	342 Washington Street Prophetstown, IL 61277 echo@whitesidesentinel.com	(309) 659-2761 P (309) 659-7751 F	

RADIO STATIONS			
Illinois	Stations	Address	Phone Number
Dixon Dixon Oregon	WRCV 101.7 FM / WIXN 1460 AM WSEY 95.7	1460 South College Ave. Dixon, IL 61021 Kcecchetti@nrgmedia.com	(815) 288-3341 P (815) 626-3091 P (815) 284-1017 F
East Moline	WDLM 960 AM	P.O. Box 149 East Moline, IL 61244 wdlm@moody.edu	(309) 234-5111 P
Dixon	WLLT 107.7 FM	260 IL Route 2 Dixon, IL 61021 wllt@comcast.net	(815) 284-1077 P (815) 284-3050 F
Sterling	WSDR 1240 AM WSSQ 94.3 FM WZZT 102.7 FM	3101 Freeport Road Sterling, IL 61081 wsdrnews@theramp.net	(815) 625-3400 P (815) 625-6940 F
Rock Island	WVIK 90.3 FM	639 38 <sup>th</sup> Street Rock Island, IL 61201 wvik@augustana.edu	(309) 794-7500 P (815) 625-6940 F
Iowa	Stations	Address	Phone Number
Clinton	KROS 1340 AM	870 13 <sup>th</sup> Avenue North P.O. Box 518 Clinton, IA 52733 news@krosradio.com	(563) 242-1252 P (563) 242-4825 F
Cillitori	KCLN 1390 AM KZEG 94.7 FM	1853 442 <sup>nd</sup> Avenue Clinton, IA 52732	(563) 242-1252 P (563) 242-4567 F

TELEVISION STATIONS			
Illinois	Stations	Address	Phone Number
Rock Falls	Public Access Channel (Channel 5)	603 W. 10 <sup>th</sup> Street Rock Falls, IL 61021 <u>rblackert@rockfalls61071.com</u>	(815) 564-1366 P (815) 622-1109 F
Morrison	Public Access Channel (Channel 18)	City of Morrison 200 West Main Street Morrison, IL 61270	(815) 772-7657 P
Moline	WQAD (ABC) (TV 8)	3003 Park 16 <sup>th</sup> Street Moline, IL 61265 news@wqad.com	(309) 736-3300 P (309) 764-7181 F
Rock Island	WHBF (CBS 4)	231 18 <sup>th</sup> Street Rock Island, IL 61201 newsroom@cbs4qc.com	(309) 786-5441 P (309) 788-3642 F

### Appendix C: FORMAL DISPUTE RESOLUTION PROCESS, FHWA/FTA SAFETEA-LU

#### Environmental Review Process Final Guidance, November 2006, page 40

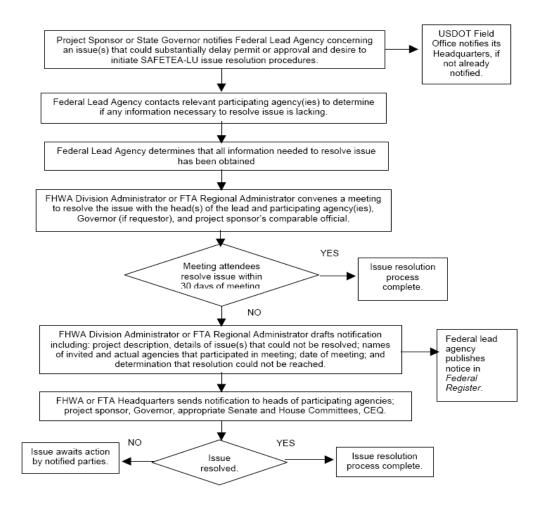


Figure 1. The SAFETEA-LU issue resolution process. Note that where two steps are not separated by a "yes" or "no" decision diamond, both steps must be taken.



### STAKEHOLDER MEETINGS AND DATES



### US Route 30 EIS and Phase I Design Report STAKEHOLDER MEETING SCHEDULE

STAKEHOLDER	MEETING DATE
Iowa-Illinois Highway Partnership (IIHP)	July 16, 2007
Illinois State Representative Jerry Mitchell	July 19, 2007
Illinois State Representative Michael Boland	July 19, 2007
Illinois State Senator Todd Sieben	July 19, 2007
Morrison City Council	July 23, 2007
US 30 Coalition	July 23, 2007
Iowa DOT and City of Clinton	July 24, 2007
U.S. Senator Barack Obama	July 24, 2007
City of Sterling City Council	August 20, 2007
Whiteside County Highway Department and Township	August 28, 2007
Roadway Commissioners	
Illinois Department of Natural Resources (IDNR)	August 28, 2007
City of Fulton	September 17, 2007
Iowa DOT Commission	October 9, 2007
Greater Sterling Development Corporation	October 15, 2007
Morrison Rotary Club	October 17, 2007
Whiteside County Natural Area Guardians	October 18, 2007
City of Fulton Safety and Public Works Officials	November 7, 2007
City of Morrison Safety and Public Works Officials	November 29, 2007
Whiteside County Highway Department	January 21, 2009
City of Morrison City Council	January 21, 2009
City of Rock Falls City Council	January 26, 2009
US 30 Coalition	February 2, 2009
City of Fulton City Council	February 2, 2009
City of Sterling City Council	February 17, 2009
City of Sterling City Council	June 1, 2009
City of Rock Falls City Council	June 2, 2009
City of Fulton City Council	June 2, 2009
City of Morrison City Council	June 8, 2009
Whiteside County Natural Area Guardians (NAG)	June 11, 2009
Morrison Business Advisory Group	April 15, 2010
Whiteside County Farm Bureau	September 13, 2010
Morrison Business Advisory Group	May 24, 2011
Whiteside County Engineer & Township Roadway Commissioners	May 22, 2012





### **Stakeholder Meeting Summary**

Monday, July 16, 2007 Iowa-Illinois Highway Partnership (IIHP) Greater Clinton Chamber of Commerce Clinton Iowa

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110)PE 1

Whiteside County Job No. P-92-107-07

### **Attendees:**

Honorable LaMetta Wynn (Mayor)

Gary W. Boden Rodger Holm Tom Determann

Dave Rose

Steven Ames

Julie Allesee

Kent Campbell

Carolyn Tallett

Bud Rudenbeck

#### **US 30 Project Team Members:**

Becky Marruffo (IDOT)
Dawn Perkins (IDOT)
Gil Janes (HR Green)
Michael Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

### **Handouts (see attachment):**

Power Point - US 30 Environmental Impact Statement and Phase I Design Report

### **Meeting Purpose**

Members of the Project Study Group (PSG) met with the Iowa-Illinois Highway Partnership to present an overall project status report that included results from the feasibility study and highlights of the next study phase.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline

- Public Outreach Activities
- Public Information Meeting Announcement (July 25, 2007)

#### **US 30 Team Presentation**

Gil Janes greeted the attendees and thanked the organization for all of their on-going efforts to champion the project. He went on to explain that in addition to preliminary findings and strong community support expressed by such organizations as the Iowa-Illinois Highway Partnership in conjunction with the Department's support, funding was secured to begin the next step, an Environment Impact Statement and Design Report process.

Gil explained the NEPA and Environment Impact Statement process. Mike Walton went on to explain the project timeline and Context Sensitive Solutions (CSS) process. Shelia Hudson expounded more on CSS and the proposed public involvement activities designed for the project. Shelia also encouraged participation and highlighted information to be presented at the upcoming Public Information Meeting, scheduled for July 25.

#### **Comments/ Issues/Questions:**

#### **Comments**

Overall the IIHP expressed their full support of the project; as well as their ongoing advocacy role to assure Iowa delegates and leaders do their part to champion the project. The attendees went on to state that the project was not just a state to state issue but a regional issue, therefore they encouraged the Department to continue to make the US 30 project a top priority for the sake of the region.

### **Questions**

- Q How much will cost be a factor in the decision-making process?
- A- (Team response) Funding will be a major factor in completing the project.
- O Can one individual cause an alternative to be dismissed?
- A Gil stated the matrix tool used during the feasibility study was a good rating system that really helped get the project to its point.
- Q Will previous corridors be considered?
- A- Gil responded by stating some of the ideas will be carried forward, but not at the exclusion of other alternatives.
- Q- Do we have any idea of forecasting the date for completion of construction?
- A- No. Becky went on to say a lot will depend on the recommendations from this EIS process and funding.
- Q- Do we need any additional funding in 2008?
- A- The team responded no. Funding is secured for this study. The study outcome will determine our financial needs for Phase II Final Design and Phase III Construction
- Q- Can this project fall off the face of the earth?

- A- Not as long as it has public support stated Gil. He went on to state: the study team hopes to provide additional details/supporting information in support of the project. The group needs

  Continued- Stakeholder Meeting Summary

  Iowa-Illinois Highway Partnership
- A- to provide additional emphasis/continue to demonstrate the need for funding of public infrastructure. The State of Illinois is in a maintenance mode of the transportation system. No major rehabilitation or new construction is programmed.
- Q- Is the EIS for the entire corridor?
- A- Gil stated this is an evaluation process. The work being done will be used to determine preferred alternative (s) for the corridors.
- Q How were the study bands determined?
- A- Gil and Becky explained that study bands define the outer limits of an area where possible transportation improvements are considered. Preliminary data helped define the study bands for this project's next phase. Based on the new data collected potential transportation corridor(s) will be identified within those bands.
- Q- In establishing the study bands, was one of the considerations wetlands? Why would this be studied if not desirable?
- A- Gil stated that a southern extension of IL78 involved a potential impact to wetlands.
- Q- Can this be mitigated?
- A- Gil stated yes, there are ways.
- Q- Are there environmental groups that have expressed an interest?
- A- (Team Response) The goal is to engage and solicit input from everyone who has a vested interest in the project. That will include environmental groups that have a specific interest.
- Q- Will there be a fair market value for purchasing personal land?
- A- The Department has standard policy and procedures in place for acquiring property. When the time comes to acquire parcels, the Department will have an appraiser appraise properties potentially impacted to determine the fair market value.
- Q- Will the community have an opportunity to get involved?
- A- Shelia stated absolutely. There will be public information meetings; a new project web site; a project hotline has been established; the project study group will form a Community Advisory Group (CAG); and on going stakeholder briefings with groups such as this organization.
- Q- Are we keeping Boland and Jacobs involved?
- A- Our goal is to keep all of our stakeholders who have a vested interest in the project informed. The study team is open to all opportunities to meet with an individual or group who are interested in the project progress.
- Q- Will we be using previously developed information?
- A- Mike stated that the preliminary data collected from the feasibility study will be used as a basis to a more in-depth process.



# IOWA - ILLINOIS HIGHWAY PARTNERSHIP MEETING

## CLINTON CHAMBER OF COMMERCE CLINTON, IOWA

MONDAY, JULY 16, 2007



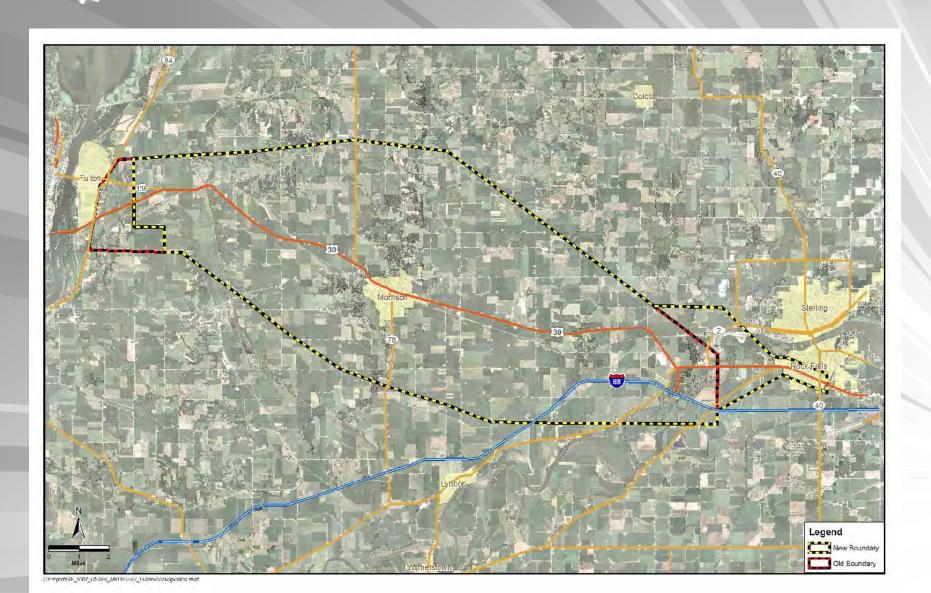
# THANK YOU FOR YOUR ONGOING SUPPORT!



### RESULTS FROM US 30 CORRIDOR FEASIBILITY STUDY



### Feasibility Study Area





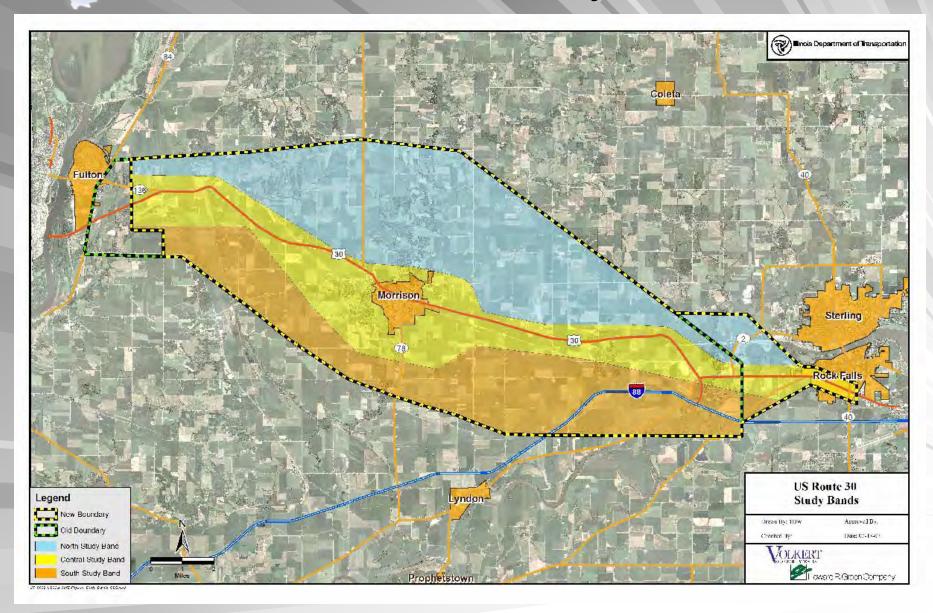
- The US 30 Corridor Feasibility Study determined there was a need to:
  - Improve Regional Mobility
  - Accommodate Land Use Planning Goals
  - Address Local System Deficiencies and Safety

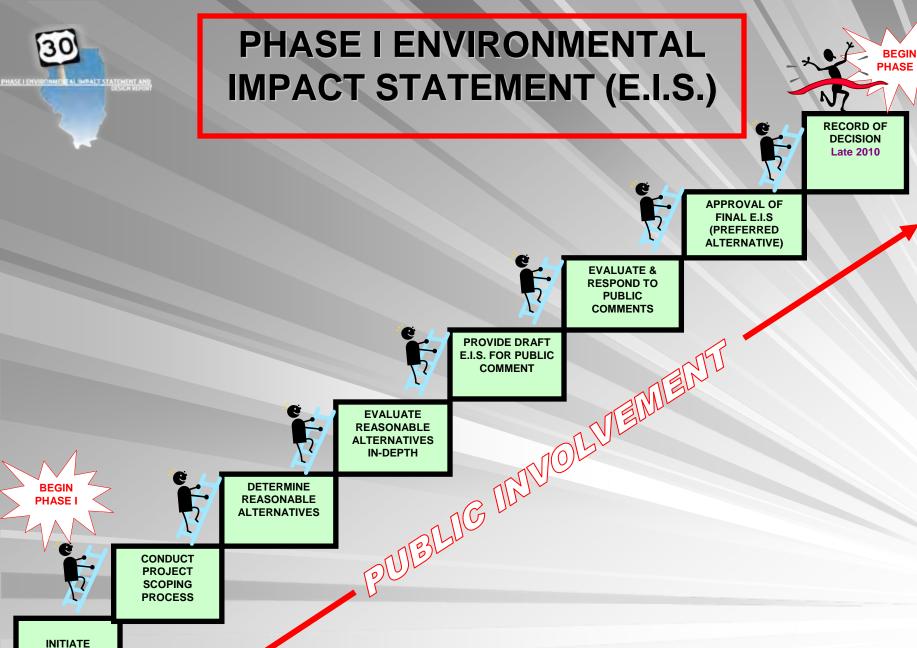


### NEXT STEPS – PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT



### US Route 30 Study Bands

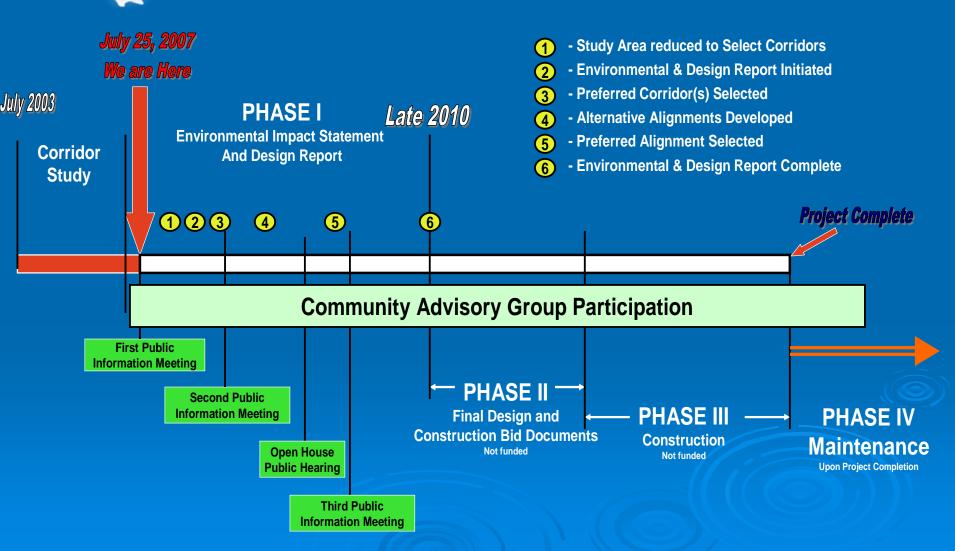




E.I.S JULY 2007



### **Project Timeline**



#### HOW DOES A HIGHWAY GET FROM PLANNING TO CONSTRUCTION?

THE EXAMPLE BELOW ILLUSTRATES THE PROCESS OF SELECTING A FINAL ROADWAY ALIGNMENT ONCE A NEED HAS BEEN SHOWN FOR ITS CONSTRUCTION.



Local officials work in coordination with the Illinois Department of Transportation to initiate roadway improvement studies. Traffic congestion and safety concerns for an existing roadway (highlighted with a red dashed line) prompt a need to study alternative transportation improvements.



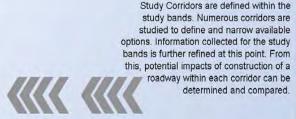
The study bands define the outer limits of possible highway construction. Based on the information collected, potential highway corridors can be identified within one or both of these bands.







Alternative Alignments are developed within the study corridors that offer the least relative impacts while achieving the greatest transportation benefits. The alignments represent the actual location of a proposed roadway. The information is refined further still to determine the specific impacts each roadway could have. Additionally, this phase includes the detailed analysis of construction costs of the highway. From these alignments, one will be selected to move forward to the final design phase for construction.







### **GET INVOLVED**

# CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS

#### **ACITIVITY 1 – Stakeholder Identification**

- The "Project Study Group" (PSG) is utilizing a variety of media tools for "reaching out" such as: newspaper ads, flyers/brochures, television, radio, billboards, a project website, and meetings with interest groups that were initially identified during the previously-conducted Corridor Study.
- Some stakeholders will become a part of "Community Advisory Groups" (CAG's).
- The CAG's will play an integral role in the development of the project through attendance at regularly scheduled workshop meetings with the PSG. The goal for this group of individuals will be a transportation solution which best fits within the "context" of the US Route 30 communities.

### **ACTIVITY 3 – Development and Analysis of Alternative Corridors and Selection of Preferred Corridor**

- The PSG will develop preliminary alternative corridors.
- The PSG will continue to seek input from the CAG's as the preliminary alternative corridors are developed.
- The CAGs will assure they fit within the context of the communities affected while still addressing the needs for the project.
- The CAGs will refine the alternative corridors based on predetermined engineering and environmental criteria.
- Alternative corridors will then be shown at the next Public Meeting.
- The PSG will screen the alternative corridors utilizing all applicable engineering and environmental criteria, as well as incorporating public comments to-date, to select a "Preferred Corridor".

### **ACTIVITY 2 – Develop Purpose of the Project**

- The CAG's will develop a "Problem Statement" for the project
- The PSG will then develop a formal "Purpose and Need Statement" for the project.

### **ACTIVITY 4 – Development and Analysis of Alternative Alignments and Selection of Preferred Alignment**

- The PSG will begin focusing their efforts on developing alternative alignments within the preferred corridor.
- The design-evaluation-refinement of the alternative alignments will mimic the process used for the alternative corridors.
- The alternative alignments will be shown at the Public Hearing tentatively scheduled for late 2008/early 2009.
- The PSG will screen the alternative alignments incorporating public comments to select a "Preferred Alignment".
- The Preferred Alignment will be presented at a final Public Meeting in 2010.

### **ACTIVITY 5 – Approval of Final Alternative**

The PSG will complete the environmental assessment, design report, and preliminary plans for the proposed project for the Preferred Alignment, or "Final Alternative".



### Other Public Outreach Activities

- Stakeholder Meeting and Briefings
- Public Information Meetings
- New Project Web Site
- New Project Hotline
- Project Newsletters and Fact Sheets



### **QUESTIONS AND ANSWERS**





#### **Stakeholder Meeting Summary**

Thursday, July 19, 2007 Honorable Jerry Mitchell Illinois State Representative, District 90 Capitol Building, M120 Springfield, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110)PE 1

Whiteside County Job No. P-92-107-07

**Attendees:** 

Representative Jerry Mitchell\*

#### **Handouts** (see attachment):

Briefing Package – (Power Point) US 30 Environmental Impact Statement and Phase I Design Report

\*Note: The study team was unable to meet with Representative Mitchell because of the "Special Budget Session" called by Governor Rod. R. Blagojevich. As a result, per Representative Jerry Mitchell's request a US 30 Project Briefing Packet was delivered to his office in Springfield, Illinois. Representative Mitchell's staff informed members of the study team that if Representative Mitchell had questions regarding the information presented and/or project status he would contact the Illinois Department of Transportation (IDOT) to either respond to his concerns or schedule a meeting with the consultant team.

Honorable Todd Sieben Senator State of Illinois

Springfield, Illinois

## Honorable Mike Boland Representative State of Illinois

Springfield, Illinois

## Honorable Jerry Mitchell Representative State of Illinois

Springfield, Illinois

Honorable Mike Jacobs
Senator State of Illinois

Springfield, Illinois

Honorable Barack Obama

U. S. Senator – State of Illinois

Dixon, Illinois

**Tuesday, July 24, 2007** 

## **US Route 30 Project**

This project proposes 4 lane improvements in Whiteside County Illinois, from IL 136 in Fulton to IL 40 in Rock Falls.

## Feasibility Study Area

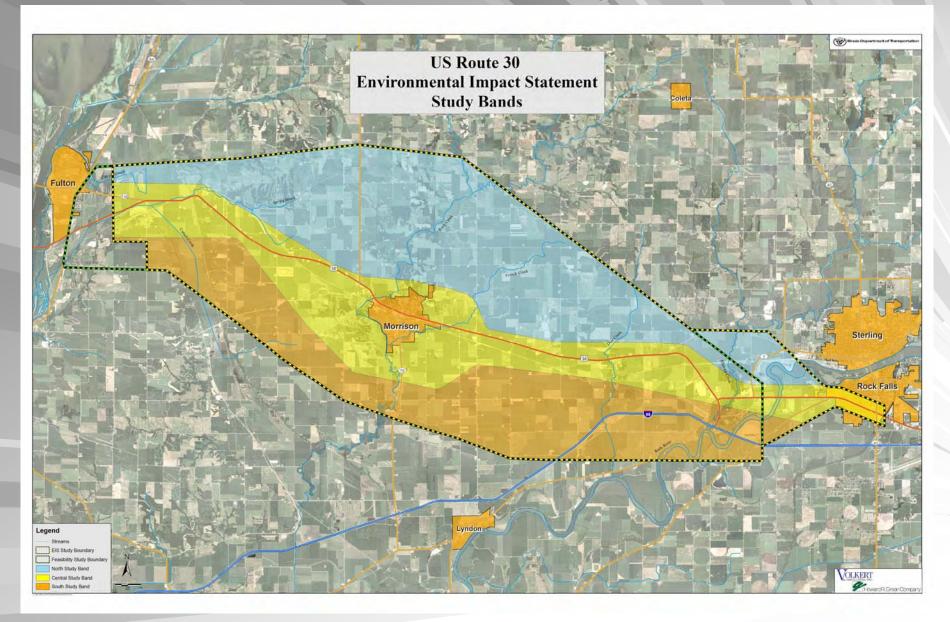


- The US 30 Corridor Feasibility Study determined there was a need to:
  - Improve Regional Mobility
  - Accommodate Land Use Planning Goals
  - Address Local System Deficiencies and Safety

### NEXT STEPS – PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

## Using Context Sensitive Solutions Process

### US Route 30 Study Bands



### PHASE I **ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)**

COMPLETE **DESIGN** REPORT

**RECORD OF DECISION** Late 2010

APPROVAL OF **FINAL E.I.S** (PREFERRED **ALTERNATIVE)** 

**EVALUATE &** RESPOND TO **PUBLIC COMMENTS** 

**DETERMINE REASONABLE ALTERNATIVES** 

CONDUCT

**PROJECT** 

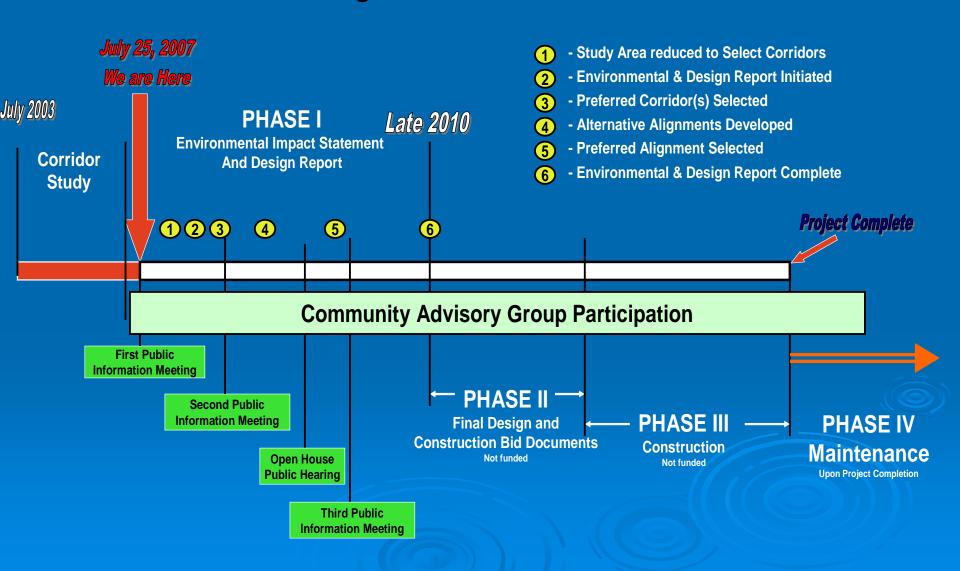
**SCOPING PROCESS** 

INITIATE E.I.S **July 2007** 

PHASE I

PUBLIC INVOLVENT

## **Project Timeline**



## CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS

Project Study Group(PSG)is formed

Stakeholders are Identified

PSG Selects Community Advisory Group(CAG) Members from Stakeholders

**PSG develops Preliminary Alternative Corridors with input from CAGs** 

PSG develops Purpose & Need Statement from Problem Statement

**PSG** selects Preferred Corridors

PSG develops Alternative Alignments with Preliminary input from CAGs CAGs develop
Problem Statement
and define Project Context

CAGs evaluate & refine
Corridors based on Environmental
& Engineering Criteria

CAGs evaluate & refine alignments based on Environmental & Engineering Criteria

Prese

Public Hearing
Present Alternative Alignments

Public Information Meeting #2
Present Alternative Corridors

**Public Information Meeting #1** 

**Present Study Bands** 

**PSG selects Preferred Alignment** 

Public Information Meeting #3
Present Proposed US 30 Alignment

Complete the Environmental Impact Statement & Design Report

#### Other Public Outreach Activities

- Stakeholder Meeting and Briefings
- Public Information Meetings
- New Project Web Site
- New Project Hotline
- Project Newsletters and Fact Sheets

### **COMMENTS AND CONCERNS**

## THANK YOU FOR YOUR ONGOING SUPPORT!





#### **Stakeholder Meeting Summary**

Thursday, July 19, 2007 Honorable Michael "Mike" Boland Illinois State Representative, District 71 Stratton Building, Suite 243-E Springfield, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110)PE 1

Whiteside County Job No. P-92-107-07

**Attendees:** 

Representative Mike Boland

#### **US 30 Project Team Members:**

Becky Marruffo (IDOT)
Dawn Perkins (IDOT)
Gil Janes (HR Green)
Michael Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

#### **Handouts** (see attachment):

Power Point - US 30 Environmental Impact Statement and Phase I Design Report

#### **Meeting Purpose**

Members of the Project Study Group (PSG) met with Representative Boland to present an overall project status report that included results from the feasibility study and highlights of the next study phase.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Public Outreach Activities
- Public Information Meeting Announcement (July 25, 2007)

#### **US 30 Team Presentation**

Becky Maruffo gave opening remarks and introduced the joint-venture team project leaders. Gil Janes presented a power point presentation (slide handout) that focused on results from the feasibility study; highlights of the next phase; federal and state policies (such as NEPA, EIS and CSS); and announced the next public information meeting. Mike Walton expounded more on the NEPA, EIS, and CSS requirements. Gil Janes closed the meeting by thanking Representative Boland for his support and on-going efforts to champion the project.

#### **Comments/ Issues/Questions:**

#### **Comments**

Representative Boland thanked the IDOT and the consultant team for updating him as to the project status. He encouraged the team to continue efforts to engage and inform the public about the process – especially since there has been so much community support to champion the project. He went on to state the project is desperately needed in the region; therefore it is a high priority for him.

Representative Boland did express some concerns about the project's next phase. His concern centered on the notion that most supporters in the area – including himself- thought a corridor or corridors had been identified and the next phase was to get the communities' buy-in on a final alignment.

Representative Boland put strong emphasis on his eagerness to do his part in beginning the discussion on funding needs for the project to keep the US 30 on the everyone's radar. He went on to request that the team meet with him as soon as they knew what the funding needs will be to complete the next phase or phases of the project. In addition, Representative Boland requested IDOT staff to inform him of the segment breakdown as soon as they had a report to present.

#### **Questions:**

- Q- What is the completion timeline for the next phase? A- 2010.
- Q Do you have a specific funding request for Phase II and Phase III?
- A- Becky responded not at the moment. She went on to explain that once Phase I was completed the Department will know what the project funding needs will be for Phases II and III.
- Q Why is the study only looking at a portion of Fulton?
- A- Mike explained how the new study bands or boundaries were determined based on new and old data from the feasibility study.
- Q Will Phase I use all the 7 million dollars all ready appropriated for this project?
- A- Gil responded the study is a very intense Federal and State process. In order to move forward all the necessary requirements must be adhered to before moving to phases II and

- III. The goal is to produce documents that the Feds will review and approve.
- Q- How much do you think it may cost to complete Phase II?
- A- Becky stated that it was really hard to say until Phase I was completed; however for full design may be around 25 million dollars.
- Q- Do you know what the segments might be?
- A- Becky stated that it is likely that the project could be constructed as segments, but that these segments could not yet be defined.
- Q- What type of information do you include in a construction bid document?
- A- Final plans would include detailed drawings, specifications, standards and estimated quantities for the various pay items
- Q How long do you think it will take to complete Phase II and Phase III?
- A- Mike emphasized that the goal was to first get through Phase I. Once the Feds approved a ROD funding and the Departments' statewide program would have to be considered.

Honorable Todd Sieben Senator State of Illinois

Springfield, Illinois

## Honorable Mike Boland Representative State of Illinois

Springfield, Illinois

## Honorable Jerry Mitchell Representative State of Illinois

Springfield, Illinois

Honorable Mike Jacobs
Senator State of Illinois

Springfield, Illinois

Honorable Barack Obama

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Dixon, Illinois

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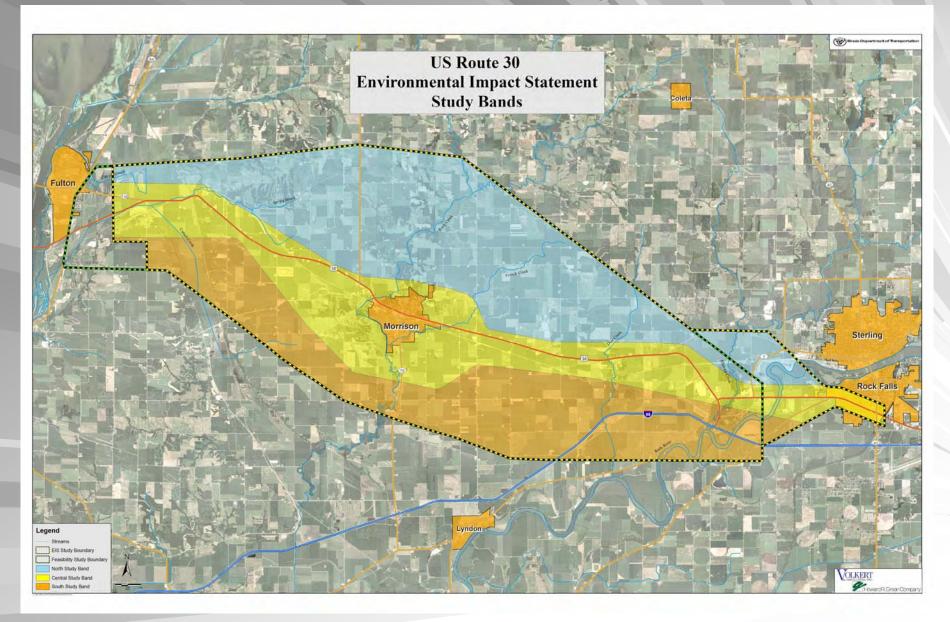


- The US 30 Corridor Feasibility Study determined there was a need to:
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### NEXT STEPS – PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

## Using Context Sensitive Solutions Process

### US Route 30 Study Bands



### PHASE I **ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)**

COMPLETE **DESIGN** REPORT

**RECORD OF DECISION** Late 2010

APPROVAL OF **FINAL E.I.S** (PREFERRED **ALTERNATIVE)** 

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CONDUCT

**PROJECT** 

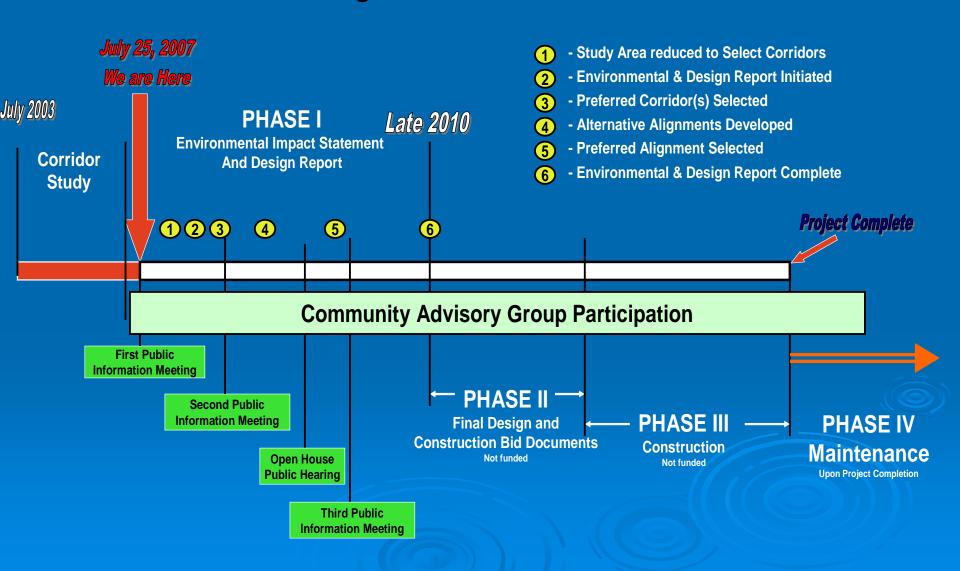
**SCOPING PROCESS** 

INITIATE E.I.S **July 2007** 

PHASE I

PUBLIC INVOLVENT

## **Project Timeline**



## CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS

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PSG develops Purpose & Need Statement from Problem Statement

**PSG** selects Preferred Corridors

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CAGs evaluate & refine
Corridors based on Environmental
& Engineering Criteria

CAGs evaluate & refine alignments based on Environmental & Engineering Criteria

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Present Alternative Corridors

**Public Information Meeting #1** 

**Present Study Bands** 

**PSG selects Preferred Alignment** 

Public Information Meeting #3
Present Proposed US 30 Alignment

Complete the Environmental Impact Statement & Design Report

#### Other Public Outreach Activities

- Stakeholder Meeting and Briefings
- Public Information Meetings
- New Project Web Site
- New Project Hotline
- Project Newsletters and Fact Sheets

### **COMMENTS AND CONCERNS**

# THANK YOU FOR YOUR ONGOING SUPPORT!





## STAKEHOLDER MEETING MINUTES

**Date:** July 19, 2007 12:30pm

Subject: Legislative Stakeholder Briefing

Given to Illinois State Senator Todd Sieben

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110)FS

Whiteside County Job No. P-92-107-07

<u>NAME</u> <u>ORGANIZATION</u>

Honorable Todd Sieben State Senator

Rebecca Marruffo Illinois Dept. of Transportation

Dawn Perkins Illinois Dept. of Transportation

Vic Modeer Volkert & Associates
Michael Walton Volkert & Associates
Gil Janes Howard R. Green
Shelia Hudson Hudson & Associates

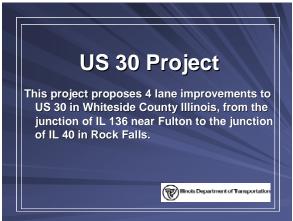
On Thursday July 19, 2007 at 12:30.p.m. the aforementioned team members convened at Senator Sieben's office in the Illinois State Capitol Building in Springfield, Illinois. The purpose of the meeting was to brief him on the status and scope of the Phase I work. Rebecca started the discussion by thanking Senator Sieben for allowing us this chance to meet with and brief him on the project. She then introduced to him the joint venture consultant team of Volkert and H.R.Green, that has been charged with carrying the project through the Phase I process.

Senator Sieben was given a packet of the following information discussed by Vic Modeer:









## **Feasibility Study Area**



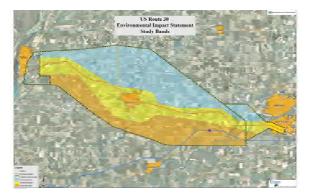






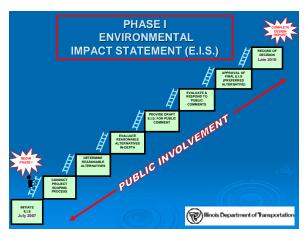


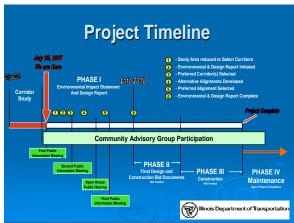
## **US 30 Study Bands**

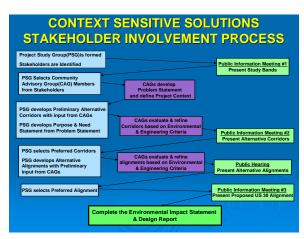






















Senator Sieben expressed had quite a few questions throughout the briefing. The issues he showed the most concern with were:





1). Funding, do we have enough money now, where it was in the program and how much is needed for design.

We explained that the Corridor Study was completed and the Phase I work that we are completing now is fully funded and will take approximately 3 years to complete.

We also discussed the requirements of the FHWA to have a completed Environmental Impact Statement prior to providing further funding for Design. However, in some cases, exceptions may be made on a portion of the project with federal approval.

We explained that part of our work in Phase I will be to determine an alignment for the proposed expressway from which associated costs can be derived. He was told that the design funding amount would be very difficult to estimate due to so many environmental, design and time issues but 15 to 20 million dollars or more for the design work would be a reasonable expectation.

- 2). He stated that he has been a part of the push to have this expressway built for some time now and would like to see it completed in under the 42 month timeframe.
- 3). He said he supportive of the Project and the CSS process to keep the Public Involved.
- 4). He would very much like Illinois to keep pace with Iowa on creating an expressway that can serve communities on both sides of the river





## **Stakeholder Meeting Summary**

Monday, July 23, 2007 Morrison City Council Morrison City Hall Morrison, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110)PE 1

Whiteside County Job No. P-92-107-07

### **Attendees:**

Honorable Roger Drey, Mayor Aldermen Barb Bees Aldermen Scott Connelly

Aldermen Gus Hayenga

Aldermen Patricia Zuidema

Aldermen James Blakemore

Aldermen Ann Salvin

Aldermen Bob Snodgrass

Aldermen Dave Rose

Lester Weinstein (City Attorney)

Police Chief Fire Chief

## **US 30 Project Team Members:**

Becky Marruffo (IDOT)

Dawn Perkins (IDOT)

Vic Modeer (Volkert)

Gil Janes (HR Green)

Michael Walton (Volkert)

Shelia A. Hudson (Hudson and Associates, LLC)

### **Handouts (see attachment):**

Power Point - US 30 Environmental Impact Statement and

Phase I Design Report

## **Meeting Purpose**

Members of the US 30 Project Study Group (PSG) met with the Mayor and Aldermen of Morrison to present an overall project status report that included results from the feasibility study; highlights of the next study phase; announce the next public information meeting and address any project related issues.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Public Outreach Activities
- Public Information Meeting Announcement (July 25, 2007)

### **US 30 Team Presentation**

Becky Marruffo gave opening remarks and introduced the joint-venture team project leaders. Vic Modeer went on to present a power point presentation that focused on results from the feasibility study; highlights of the next phase; federal and state policies (such as NEPA, EIS and CSS); and announced the next public information meeting. Gil Janes closed the meeting by thanking the Mayor and Aldermen for their on-going efforts to champion the project. He went on to encourage their involvement through the next EIS and Design phase.

#### **Comments/ Issues/Questions:**

## **Comments**

Aldermen Bees thanked the consultant team for presenting such a thorough presentation. She went on to announce her support of the project and strongly encouraged the PSG to keep the Council informed as the project progressed.

Lester Weinstein (City Attorney) echoed Aldermen Bees' comments. He said that this was first time in his almost 40 year tenure of service with the City that he recalls IDOT informing the City of the project's intent and requesting input at the initiation of a process. He went on to express his appreciation to IDOT, and acknolwledge the enthusiasm for the project expressed by a consultant team.

#### **Questions:**

Q- How were the Study Bands defined?

A- Based on reasonable distance/proximity to the existing corridor to conform to typical travel patterns in the area.

Q – Is funding secured for this study?

A- Vic replied funding is secured for Phase I - EIS.

Q- How will the Community Advisory Group members be selected?

A- The Project Study Group will identify members to serve on the CAG. Members will be selected from a stakeholders' list the Department has put together along will those who express an interest at the public information meeting. Members will represent the Cities impacted, business leaders, home owners, farm land owners, and special interest groups

that all have a vested interest in the project.

- Q- Are there reports that show economic patterns as a result of the proposed project and cities impacted the size of Morrison?
- A-Vic informed the Council of various links on the Federal Highways' web site that references various Transportation Economic Forecasting reports.



# City of Morrison City Council

**Council Chambers** 

Monday, July 23, 2007



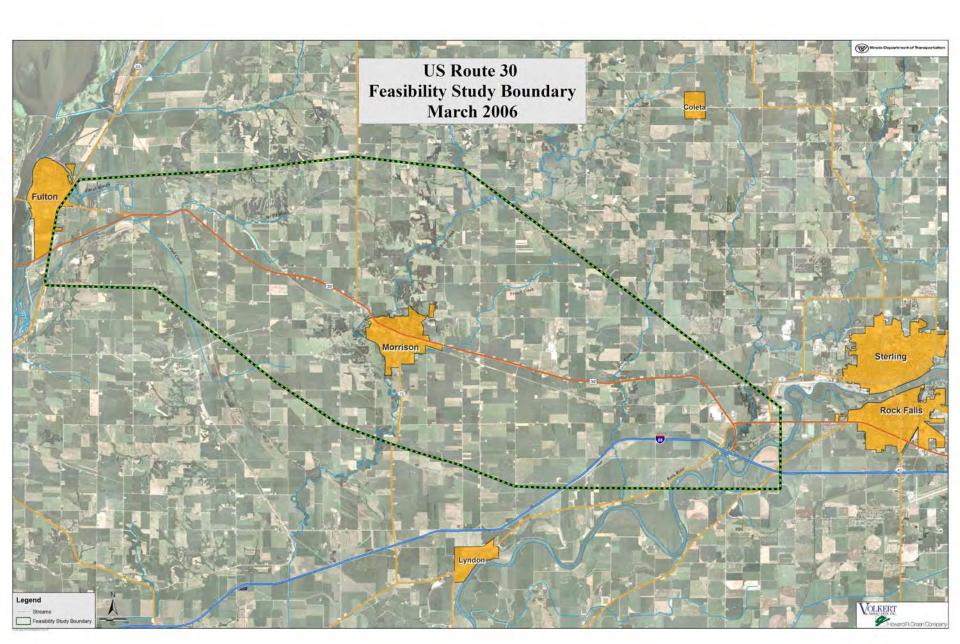


## US 30 Project

This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.



## Feasibility Study Area



# The US 30 Corridor Feasibility Study determined there was a need to:

- Improve Regional Mobility
- Accommodate Land Use Planning Goals
- Address Local System Deficiencies and Safety



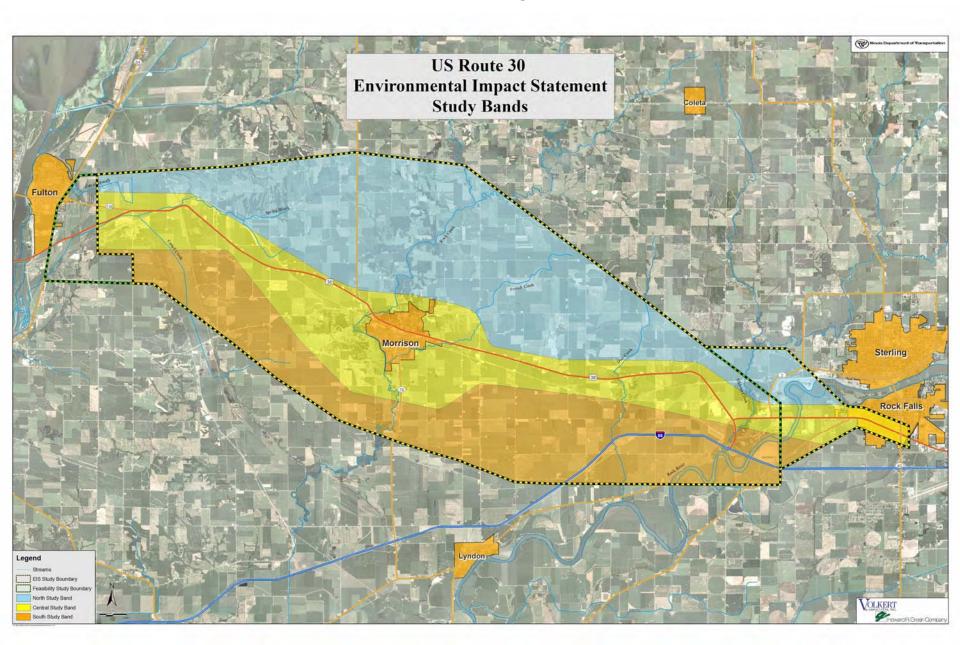
## NEXT STEPS

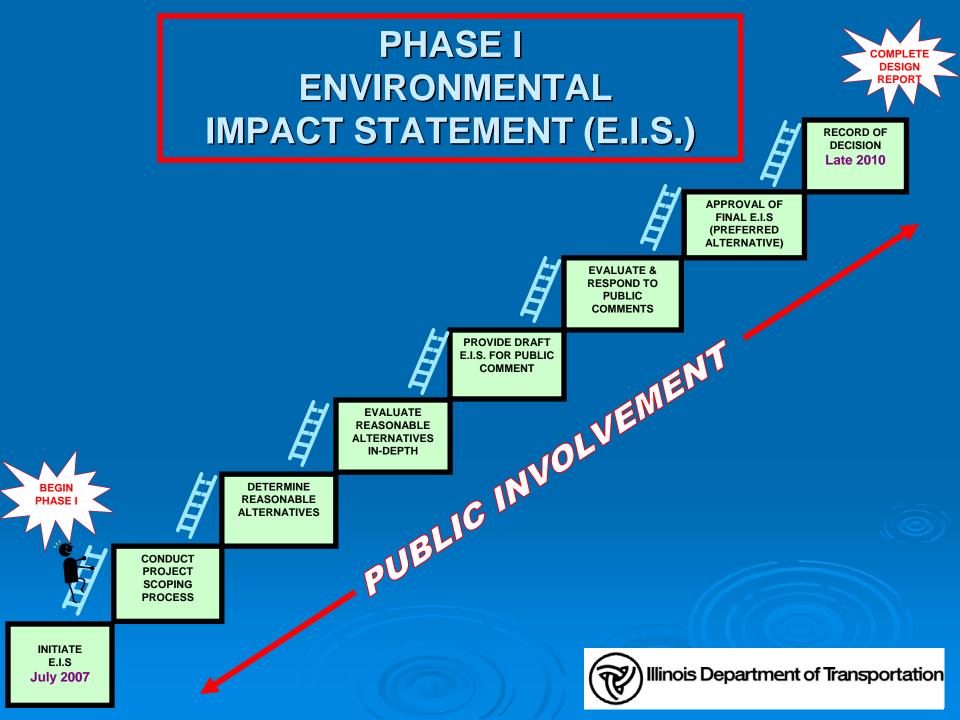
PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

Using Context Sensitive Solutions
Process

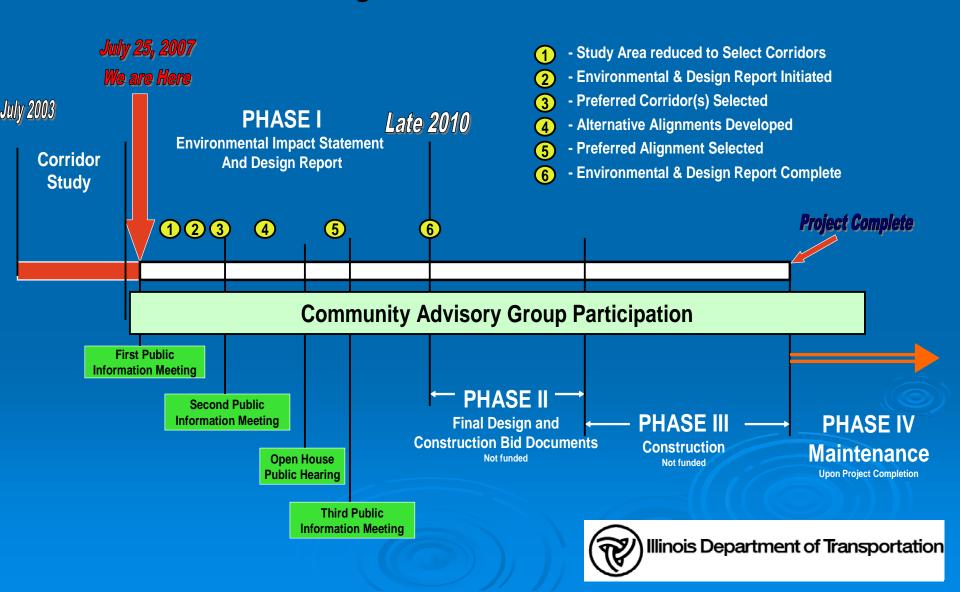


## **US 30 Study Bands**





## **Project Timeline**



# CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS

Project Study Group(PSG)is formed

Stakeholders are Identified

PSG Selects Community Advisory Group(CAG) Members from Stakeholders

**PSG develops Preliminary Alternative Corridors with input from CAGs** 

PSG develops Purpose & Need Statement from Problem Statement

**PSG** selects Preferred Corridors

PSG develops Alternative Alignments with Preliminary input from CAGs CAGs develop
Problem Statement
and define Project Context

CAGs evaluate & refine
Corridors based on Environmental
& Engineering Criteria

CAGs evaluate & refine alignments based on Environmental & Engineering Criteria

Prese

Public Hearing
Present Alternative Alignments

Public Information Meeting #2
Present Alternative Corridors

**Public Information Meeting #1** 

**Present Study Bands** 

**PSG selects Preferred Alignment** 

Public Information Meeting #3
Present Proposed US 30 Alignment

Complete the Environmental Impact Statement & Design Report

## Other Public Outreach Activities:

- Stakeholder Meeting and Briefings
- Public Information Meetings
- New Project Web Site
- New Project Hotline
- Project Newsletters and Fact Sheets



# COMMENTS & CONCERNS





# THANK YOU FOR YOUR ONGOING SUPPORT!









## **Stakeholder Meeting Summary**

Monday, July 23, 2007 US 30 Coalition and guests Whiteside County Board of Director's Chambers Morrison, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110)PE 1

Whiteside County Job No. P-92-107-07

## **Attendees:**

Honorable Amy Viering, Mayor (City of Sterling)
Jay Wieland, City Manager (City of Sterling)
Betty Stienert, Whiteside County Economic Development
Steve Haring, Whiteside County Engineer
Matt Lillop, Whiteside County Farm Bureau
Eric Johnson, J.T. Cullen Co.
Barbara Suehl-Janis, Windmill Reality
Tom Determann, Iowa-Illinois Highway Partnership (IIHP)
Honorable Glen R. Kuhlemeir, Alderman (City of Rock Falls)
Honorable Bud Thompson, Mayor Prophetstown
Honorable Barb Bees, Alderman (City of Morrison)
Bill and Betty Abbott

### **US 30 Project Team Members:**

Becky Marruffo (IDOT)
Dawn Perkins (IDOT)
Vic Modeer (Volkert)
Gil Janes (HR Green)
Michael Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

### **Handouts (see attachment):**

Power Point - US 30 Environmental Impact Statement and Phase I Design Report Project Logo Concepts

## **Meeting Purpose**

Members of the Project Study Group (PSG) met with the attendees to present an overall project status report that included results from the feasibility study and highlights of the next study phase. In addition, the team requested ideas for a project logo.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Public Outreach Activities
- Public Information Meeting Announcement (July 25, 2007)
- Logo Concepts

### **US 30 Team Presentation**

Becky Marruffo presented opening remarks and introduced the joint-venture team project leaders. Vic Modeer went on to present a power point presentation that focused on results from the feasibility study; highlights of the next phase; federal and state policies (such as NEPA, EIS and CSS); and announced the next public information meeting. Shelia Hudson presented the attendees with project logo concepts. She explained in more detail the teams' effort to gather ideas from the stakeholders on a project logo and theme.

Gil Janes closed the meeting by thanking the attendees for their on-going efforts to champion the project. He went on to explain that in addition to preliminary findings and strong community support expressed by such organizations as the Coalition the project has become one of the Department's top priority projects. He encouraged the attendees to stay involved through the next phase – their input was invaluable.

### **Comments/ Issues/Questions:**

### **Comments**

Overall the majority of the attendees expressed their full support of the project and the next phase process. Many agreed to continue to advocate for the project and to bring key leaders to the table to support the initiatives as the project moves forward.

Several attendees stated that the project was very important to the region. They see this initiative as being one that will stimulate regional growth and development; help relieve truck traffic; and assist with local infrastructure improvements.

Barbara Suehl- Janis expressed concerns about duplicating efforts on a process that has been completed and supported by the community. She went on to state that revisiting the corridor selection process is pushing the project back, not forward. She supports the information collected over the last 3 to 4 years during the Feasibility Study. She felt that the previous information was solid enough to secure funding; the community supported the corridors identified, therefore the next phase should be solidifying preferred alignments - not "reinventing the wheel".

Gil Janes informed the members that the next phase finalizes the environmental process that is legislated by congress. He went on to explain that the Feasibility Study was the initial step to get the project positioned where it is today. Without the preliminary data and noted community support the project could not move forward.

Bud Thompson, Mayor of Prophetstown stated that he would like to see the consultant team open a local office in the area.

## **Questions**

- Q How much will cost be a factor in the decision-making process?
- A- (Team response) Funding will be a major factor in completing the project.
- Q Do you know how much funding is needed for Phase II and Phase III?
- A- (Team Response) Not at this time.
- Q Will previous corridors be considered?
- A- Gil responded by stating some of the data will be carried forward, but not at the exclusion of other alternatives.
- Q- Will previous data be considered?
- A- Vic went on to explain that pervious data collected will be used as a basis for gathering more in-depth information.
- Q- Is the schedule compressed or aggressive enough to expedite your findings for reporting? A- Vic stated that the schedule was an aggressive schedule that incorporated all of the federal and state guidelines before moving to the next step. He went on to emphasize the importance of monitoring and adhering to the requirements or all of the work done to date would be in vain.
- O- Is the EIS for the entire corridor?
- A- Gil stated this is an evaluation process. The work being done will be used to determine preferred alternative (s) for the corridors.
- Q How were the study bands determined?
- A- Vic explained that study bands define the outer limits of an area where possible transportation improvements are considered. Preliminary data helped define the study bands for this project's next phase. Based on the new data collected potential transportation corridor(s) will be identified within those bands.
- Q- Will the community have an opportunity to get involved?
- A- Shelia stated absolutely. There will be public information meetings; a new project web site; a project hotline has been established; the project study group will form a Community Advisory Group (CAG); and on going stakeholder briefings with groups such as this coalition.



# US 30 Coalition

**Whiteside County Courthouse** 

Monday, July 23, 2007



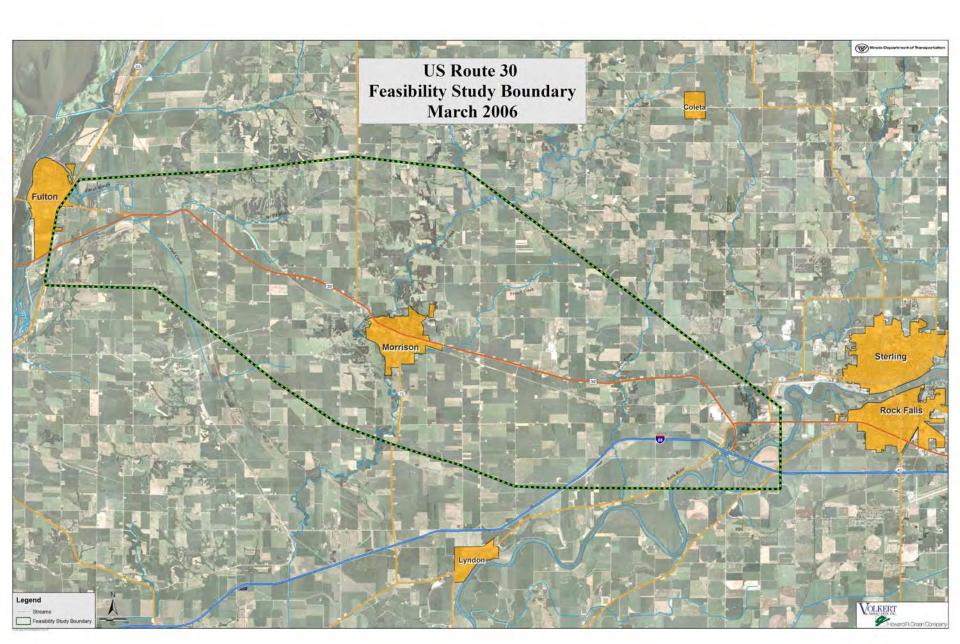


## US 30 Project

This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.



## Feasibility Study Area



# The US 30 Corridor Feasibility Study determined there was a need to:

- Improve Regional Mobility
- Accommodate Land Use Planning Goals
- Address Local System Deficiencies and Safety



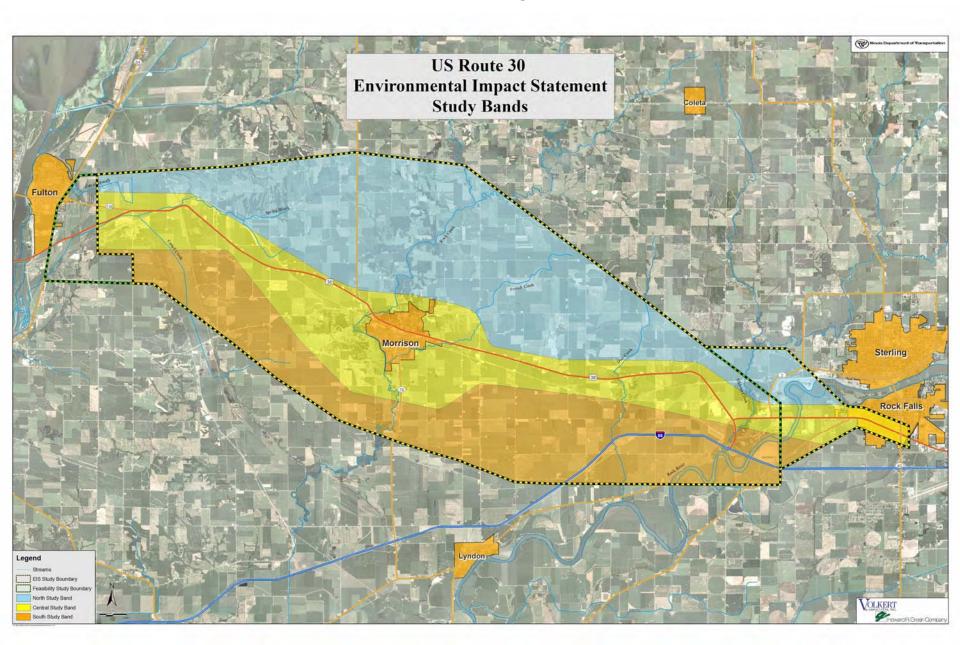
## NEXT STEPS

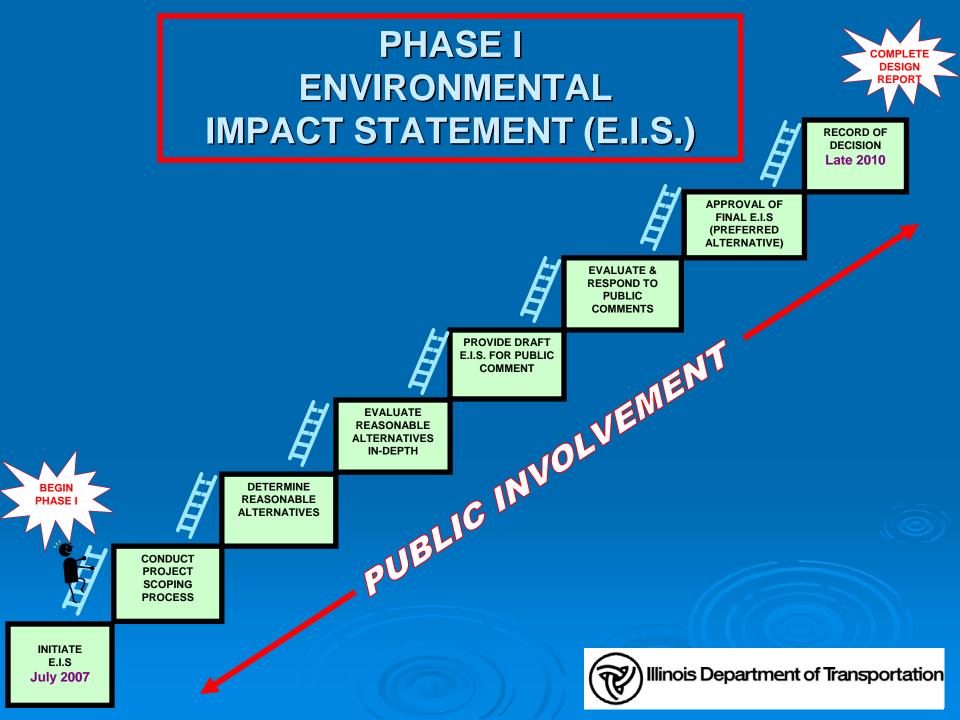
PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

Using Context Sensitive Solutions
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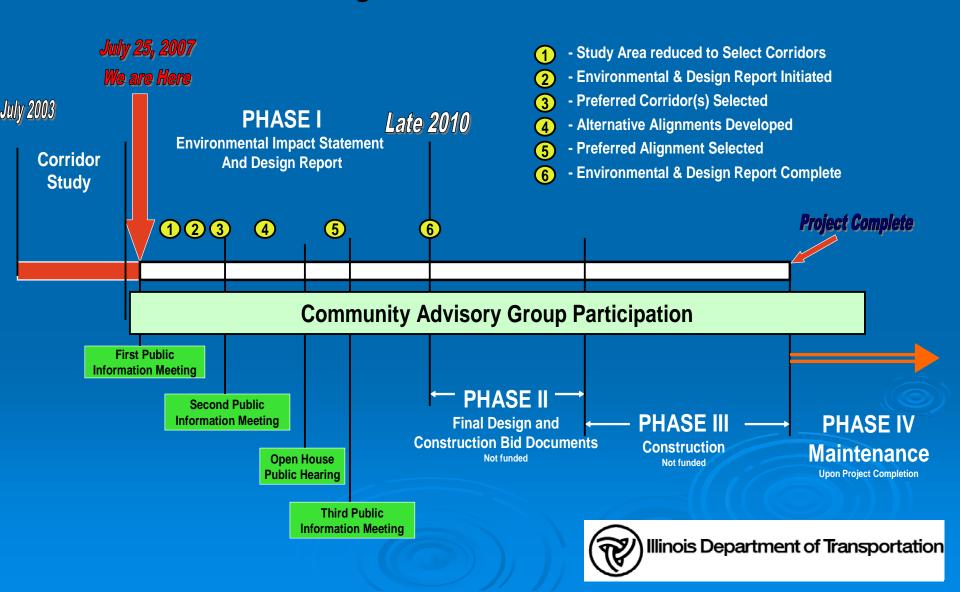


## **US 30 Study Bands**





## **Project Timeline**



# CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS

Project Study Group(PSG)is formed

Stakeholders are Identified

PSG Selects Community Advisory Group(CAG) Members from Stakeholders

**PSG develops Preliminary Alternative Corridors with input from CAGs** 

PSG develops Purpose & Need Statement from Problem Statement

**PSG** selects Preferred Corridors

PSG develops Alternative Alignments with Preliminary input from CAGs CAGs develop
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Present Alternative Corridors

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**Present Study Bands** 

**PSG selects Preferred Alignment** 

Public Information Meeting #3
Present Proposed US 30 Alignment

Complete the Environmental Impact Statement & Design Report

## Other Public Outreach Activities:

- Stakeholder Meeting and Briefings
- Public Information Meetings
- New Project Web Site
- New Project Hotline
- Project Newsletters and Fact Sheets



# US 30 Project Logo



## COMMENTS & CONCERNS





# THANK YOU FOR YOUR ONGOING SUPPORT!









### **MEETING MINUTES**

**Date:** July 24, 2007

**Subject:** Presentation of US 30 at Iowa DOT/City of Clinton Meeting

Project: FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110)FS

Whiteside County Job No. P-92-107-07

<u>NAME</u> <u>ORGANIZATION</u>

Gary Boden Clinton City Administrator Steve Honse Clinton City Engineer

Jim Schnoebelen Iowa DOT District 6 Engineer
Ken Yanna Iowa DOT Asst. District 6 Engineer

Cathy Cutler Iowa DOT District Planner Fred Dean Iowa DOT District Planner

Clyde Bradley citizen and former Iowa State Representative

Roger Stewart Iowa State Senator Mike Kearney Clinton City Council

Betty Steinert Whiteside County Economic Development

Tom Determann Iowa-Illinois Highway Partnership

Randy Balk Fulton City Administrator

Steve Bammon Clinton Area Chamber Downtown Association

Bud Rutenbeck Clinton Regional Development Corp

Julie Allesee Clinton Area Visitors and Convention Bureau
Steve Ames President, Clinton Regional Development Corp.

Chandra Ravada ECIA Transportation Director (Regional Planning Agency)

Doug Rick Iowa DOT Maintenance Engineer

Betty Oakley Clinton City Council Lametta Wynn Mayor, City of Clinton

Rodger Holm Clinton City Council and announced candidate for mayor

John Stazewski Clinton City Planner

Edith Pfeffer President, Iowa Highway 30 Coalition
Dave Rose Iowa-Illinois Highway Partnership
Becky Marruffo Illinois Dept. of Transportation

Gil Janes Howard R. Green
Michael Walton Volkert & Associates

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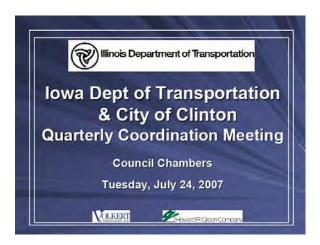
Stakeholder Meeting Minutes
Iowa DOT & Clinton City Council
US 30 Phase I EIS





On Tuesday July 24, 2007 at 1:30.p.m. Gil Janes of Howard R. Green, Becky Marruffo from the Illinois Dept. of Transportation and Michael Walton of Volkert and Associates attended a meeting with the Iowa DOT and the City of Clinton. A portion of this meeting was set aside to discuss the US 30 PEI Environmental Impact Study Project between Fulton and Rock Falls in Illinois.

Gil Janes and Mike Walton presented the following slides in a Power-Point format to the group while entertaining questions and comments throughout.









### **Feasibility Study Area**



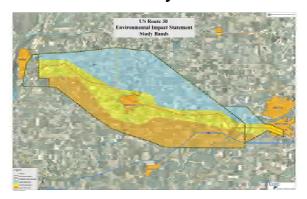


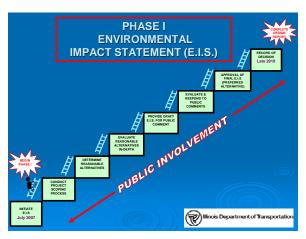


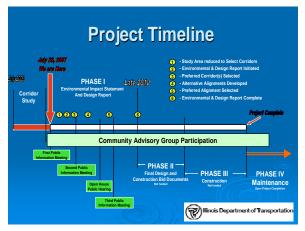




### **US 30 Study Bands**

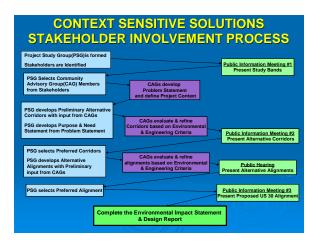


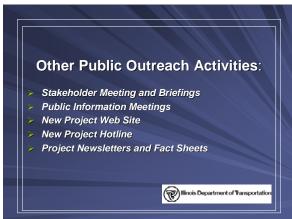




















The primary concerns and issues from this group were as follows:

1). Why are we starting over?

#### Our Response:

- a) The project would not be where it is today without the feasibility study being done which demonstrated the need, demonstrated local support, and secured political support necessary for funding of Phase I;
- b) There are new rules that are mandated by the FHWA and State of Illinois for a Phase I EIS and Design Report that require us to follow and document very prescribed evaluation procedures and that this project will be accomplished through the Context Sensitive Design Process,
- c) Information gathered in the feasibility study will complement what is done in the EIS and will reduce the time necessary for the EIS to be completed.
- 2). People along the corridor have preconceived ideas that an alignment has been selected or determined.

We responded that the new evaluation needs to be totally objective, and that all reasonable alternatives need to be considered, including no-build.

- 3). There was very strong support and endorsement by this group. They would like to participate and contribute any way they can. They would like to have the Iowa DOT involved in meetings. Fred Dean, District Planner will participate in the public information meeting on Wednesday in Morrison.
- 4). We also need to involve the Congressional Staff from the Iowa side to provide additional support of funding and commitment to the corridor. They suggested:

Senator Charles Grassley - Mary Day, field rep Senator Tom Harkin - Beth Freeman, field rep Rep. Mike Braley





### **Stakeholder Meeting Summary**

Tuesday, July 24, 2007 Seamus Ahern (Senator Barack Obama) Illinois Department of Transportation (IDOT), District 2/ Region 2) Dixon, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110)PE 1

Whiteside County Job No. P-92-107-07

**Attendees:** 

Seamus Ahern (Honorable Senator Barack Obama's representative)

#### **US 30 Project Team Members:**

George Ryan (IDOT)
Ross Monk (IDOT)
Becky Marruffo (IDOT)
Dawn Perkins (IDOT)
Deanna Hermes (IDOT)

Dr. Cassandra Rogers (IDOT)

Vic Modeer (Volkert) Gil Janes (HR Green) Michael Walton (Volkert)

Shelia A. Hudson (Hudson and Associates, LLC)

#### **Handouts (see attachment):**

Power Point - US 30 Environmental Impact Statement and Phase I Design Report

#### **Meeting Purpose**

Deputy Director George Ryan and members of the US 30 Project Study Group (PSG) met with Seamus Ahern (representative for U.S. Senator Barack Obama) to present an overall project status report that included results from the feasibility study; highlights of the next study phase; and to address any project related issues.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Public Outreach Activities
- Public Information Meeting Announcement (July 25, 2007)

#### **US 30 Team Presentation**

Becky Marruffo gave opening remarks and introduced the joint-venture team project leaders. Vic Modeer went on to present a power point presentation that focused on results from the feasibility study; highlights of the next phase; federal and state policies (such as NEPA, EIS and CSS); and announced the next public information meeting. Gil Janes closed the meeting by thanking the US Senator and his staff for all for their on-going efforts to champion the project.

#### **Comments/ Issues/Questions:**

### **Comments**

Mr. Ahern remarked that on behalf of Senator Obama he wanted to thank Deputy Director Ryan, IDOT staff, and the consultant team for keeping the Senator and his staff informed about the US 30 project. He went on to state that the Senator was in full support of the project, and strongly requested that staff stay engaged as the project moves forward through this next phase.

Seamus stressed the idea that we continue to work with him locally to assure the coordination between local and federal staff in the Senator's office. He went on to say, the last thing the Senator wants to hear is that the project dropped off the radar because of miscommunication within his camp.

Seamus reminded the team that now is the time to start thinking about the next transportation bill. With that being said, he wanted to know if the consultant team had an idea of what the funding needs will be to continue through Phase I and Phase II.

Vic explained funding is secure for Phase I; however it was too early to give a significantly developed estimate without defining the alignment for Phase II.

Gil Janes went on to thank the Senator and his staff for helping secure funds at this stage. He stated that community support and political leadership has been key to the success of the project thus far.

Seamus asked a few more questions about the federal environmental process and the steps required getting a Record of Decision (ROD). Vic explained more in depth the 8 stages to secure a ROD. He also explained that before the project moves to Phase II a ROD must be approved.

### **Questions:**

Q- Was the Feasibility Study and Phase I funded in full?

A- Vic responded yes. In support of Vic's answer Gil went on to state that again because of the efforts of Senator Obama funding was secured to finance the EIS and Design study.

Q - Do you have a specific funding request?

A- Vic responded not at the moment. However, once we complete Phase I we should have a better feel what the numbers will be. Becky responded that at some point we may have some preliminary numbers based on early findings. But again, it's too early to give a number.

Q – Could one of the alternatives be no-build?

A- Vic responded yes. No-build will be an alternative.

Honorable Todd Sieben Senator State of Illinois

Springfield, Illinois

## Honorable Mike Boland Representative State of Illinois

Springfield, Illinois

### Honorable Jerry Mitchell Representative State of Illinois

Springfield, Illinois

Honorable Mike Jacobs
Senator State of Illinois

Springfield, Illinois

Honorable Barack Obama

U. S. Senator – State of Illinois

Dixon, Illinois

**Tuesday, July 24, 2007** 

### **US Route 30 Project**

This project proposes 4 lane improvements in Whiteside County Illinois, from IL 136 in Fulton to IL 40 in Rock Falls.

### Feasibility Study Area

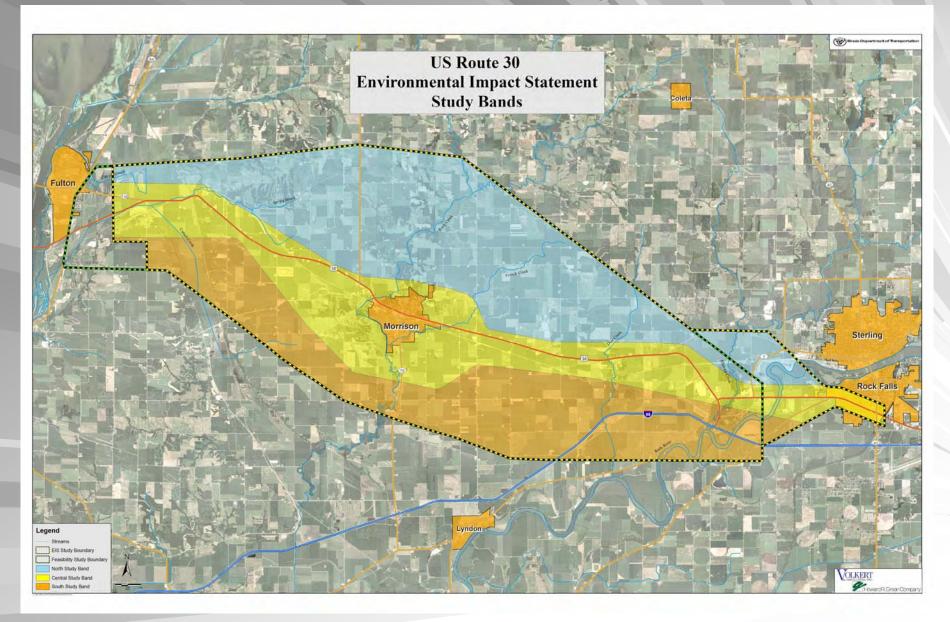


- The US 30 Corridor Feasibility Study determined there was a need to:
  - Improve Regional Mobility
  - Accommodate Land Use Planning Goals
  - Address Local System Deficiencies and Safety

### NEXT STEPS – PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

## Using Context Sensitive Solutions Process

### US Route 30 Study Bands



### PHASE I **ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)**

COMPLETE **DESIGN** REPORT

**RECORD OF DECISION** Late 2010

APPROVAL OF **FINAL E.I.S** (PREFERRED **ALTERNATIVE)** 

**EVALUATE &** RESPOND TO **PUBLIC COMMENTS** 

**DETERMINE REASONABLE ALTERNATIVES** 

CONDUCT

**PROJECT** 

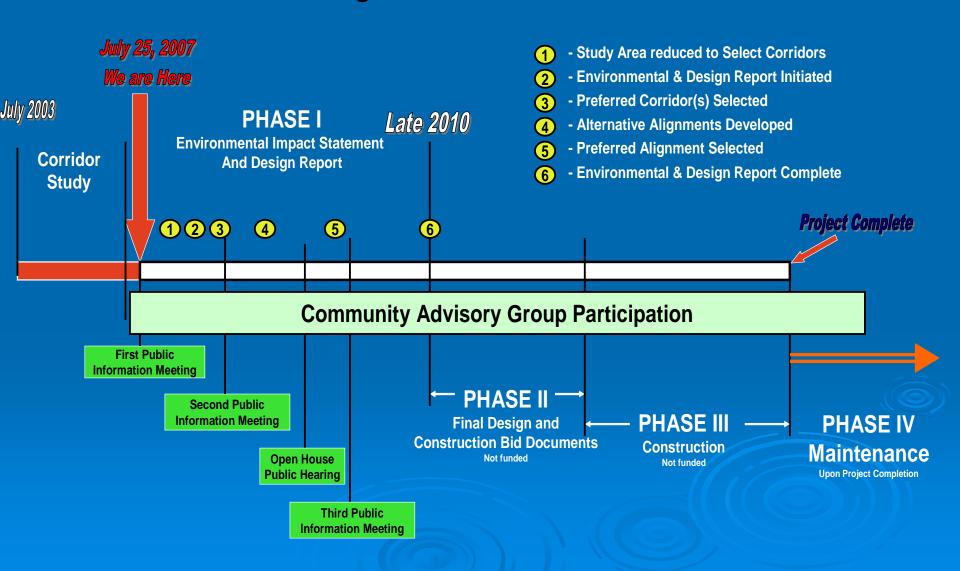
**SCOPING PROCESS** 

INITIATE E.I.S **July 2007** 

PHASE I

PUBLIC INVOLVENT

### **Project Timeline**



## CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS

Project Study Group(PSG)is formed

Stakeholders are Identified

PSG Selects Community Advisory Group(CAG) Members from Stakeholders

**PSG develops Preliminary Alternative Corridors with input from CAGs** 

PSG develops Purpose & Need Statement from Problem Statement

**PSG** selects Preferred Corridors

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**PSG selects Preferred Alignment** 

Public Information Meeting #3
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Complete the Environmental Impact Statement & Design Report

### Other Public Outreach Activities

- Stakeholder Meeting and Briefings
- Public Information Meetings
- New Project Web Site
- New Project Hotline
- Project Newsletters and Fact Sheets

### **COMMENTS AND CONCERNS**

## THANK YOU FOR YOUR ONGOING SUPPORT!





### **MEETING MINUTES**

**Date:** August 20, 2007

**Subject:** Presentation of US 30 at Sterling City Council Meeting

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110)FS

Whiteside County Job No. P-92-107-07

NAME ORGANIZATION

Honorable Amy Viering Mayor of Sterling

Captain Steve Marschang Sterling Fire Department

Ron Coplan City Attorney
Jay Wieland City Manager
Maria Romborts City Clerk

Retha Elston Alderman Sterling City Council
Barry Cox Alderman Sterling City Council
Lon Sotelo Alderman Sterling City Council
Joe Martin Alderman Sterling City Council
Wally Adell Alderman Sterling City Council
Skip Lee Alderman Sterling City Council

Scot Shumard City Staff
Tom Slothower Citizen
Cindy Von Holten City Staff

Dawn Perkins Illinois Department of Transportation – District 2

Becky Marruffo Illinois Department of Transportation – District 2

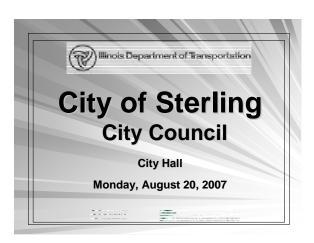
Gil Janes Howard R. Green
Michael Walton Volkert & Associates

On Monday August 20, 2007 at 6:30.p.m. Gil Janes of Howard R. Green, Dawn Perkins and Becky Marruffo from the Illinois Dept. of Transportation and Michael Walton of Volkert and Associates attended the Sterling City Council meeting at the City Hall in Sterling, Illinois. A portion of this meeting was set aside to discuss the US 30 PEI Environmental Impact Study Project between Fulton and Rock Falls in Illinois.

Becky Murraffo introduced the project to the council and a brief project overview and status was presented by Gil Janes and Mike Walton in a Power-Point format.









### **Feasibility Study Area**



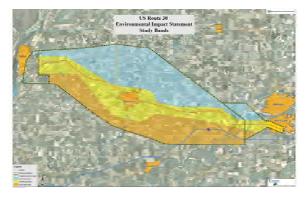






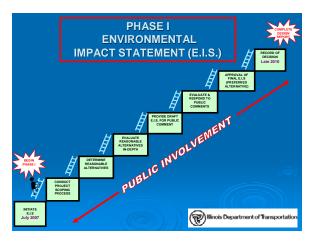


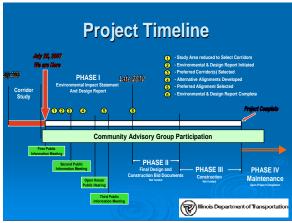
### **US 30 Study Bands**

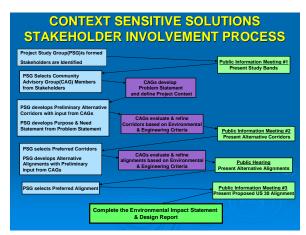
















### **Other Public Outreach Activities:**

- Stakeholder Meeting and Briefings
- > Public Information Meetings
- New Project Web Site
- New Project Hotline
- Project Newsletters and Fact Sheets



### STAKEHOLDER BRIEFING HIGHLIGHTS JULY and AUGUST 2007

- **MEETING PURPOSE**
- AUDIENCE
- **FUTURE MEETINGS**
- LEGISLATIVE BRIEFINGS
- INTEREST/ISSUES/CONCERNS



### **Public Information Meeting**

OVERVIEW
Morrison, Illinois
Monday, July, 25, 2007

ATTENDANCE: 253

ATTENDEES: Business Leaders, Home Owners, Farmers, Political Officials, Media, Business Owners, Farm Bureau, Special Interest Groups, Roadway Commissioners, Chamber / Economic Development Agency Representatives

COMMUNITIES: Fulton, Morrison, Rock Falls,
Sterling, Lyndon, Erie, Galesburg, Mt. Prospect,
Clinton, Iowa, Davenport, Iowa





### **INTEREST/ISSUES/COMMENTS:**

- What are the property impacts?
- Is my property impacted?
- Where are the alignments?
- What happen to the preferred alignments identified in the feasibility study?
- How much is this project going to cost us?
- Who is funding this project?
- When will you build the highway?
- Will there be a by-pass in Morrison?
- Who is going to pay me for my property?











The primary concerns and issues from this group were as follows:

1). Why did the project study area get shortened on the west end of the project?

### Our Response:

As part of the Corridor Study a traffic analysis was completed. As a result of the traffic analysis the study team found that projected traffic west of the intersection of IL 136 and US 30 splits almost evenly. The traffic volumes beyond this point reduced the need for an additional lane improvement based on traffic volume.

2). How would it be possible to get a four lane through Morrison?

#### Our Response:

That will be one of the concerns that will have to be discussed by the Community advisory group once the problem statement is established. IDOT has already had problems on another project in the widening of a portion of US 30 in Morrison so this concern is evident. The placement of a four lane through or around Morrison will has many environmental and design concerns that will have to be evaluated and with a consensus by the CAG the corridor will be selected.

There was very strong support for the project by the City of Sterling. A few of the council members had attended the Public Involvement meeting in July and felt it was well run.

The City Council will have representation in the Community Advisory Group and would like to be updated as to the status of the Project as it moves forward.





#### **Stakeholder Meeting Summary**

Tuesday, August 28, 2007 Township Roadway Commissioners Whiteside County Highway Department Morrison, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

### **Attendees:**

Arlyn Folkers (Hopkins Township Road District)
Fritz Jordan (Fulton Township Road District)
Ron Kuykendall (Newton Road District)
Bob Gabriel (Erie Township Road District)
Gerald E. Bristle (Coloma Township Road District)

### **US 30 Project Team Members:**

Dawn Perkins (IDOT)
Gil Janes (HR Green)
Jon Estrem (HR Green)
Mike Walton (Volkert)
Bridgett Jacquot (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

### **Handouts (see attachment):**

Power Point- US 30 Environmental Impact Statement and Phase I Design Report

### **Meeting Purpose**

Members of the Project Study Group (PSG) met with the Whiteside County Township Roadway Commissioners to present an overall project status report that included results from the feasibility study and highlights of the next study phase.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Public Outreach Activities
- Results from Public Information Meeting (July 25, 2007) and First Round of Stakeholder Meetings

#### **US 30 Team Presentation**

Dawn Perkins gave opening remarks and introduced the joint-venture team project leaders. Gil Janes, Mike Walton, and Bridgett Jacquot, presented a power point presentation that focused on results from the feasibility study; highlights of the next phase; federal and state policies (such as NEPA, EIS and CSS); and results from the Public Information Meeting and first round of Stakeholder Meetings. In closing, Shelia Hudson thanked the Roadway Commissioners for their time and requested their on-going support for the project.

### **Comments:**

Some of the Commissioners believe it may be more economical for the Department to widen the majority of the route and bypass the City of Morrison. Dawn Perkins explained that all options will be considered including widening existing US 30, bypassing the City of Morrison, and no-build. Jon Estrem went on to state the team will be looking at several issues including the impact to homes, businesses, farmland, and wetland that exist along the route.

Arlyn Folkers pointed out that the volume of trains crossing the Mississippi River and traveling through the center of Morrison creates problems for the city. He feels this is an important consideration for the project.

### **Questions:**

Q- Is IDOT considering a four lane highway?

A- Gil stated that all options were on the table for consideration including a possible four lane highway. He went on to explain that the consultant team will work closely with the Project Study Group (PSG) and the Community Advisory Group (CAG) to determine the problem statement, purpose and need, and a final recommendation (s) for the Department to consider.

Q – What is the estimated time for Phase III?

A- Mike Walton explained we have to get through Phase I, Phase II and secure funding before we can project a time schedule for Phase III.



## Whiteside County Highway Department

& Township Road Commissioners

Whiteside County Highway Dept. Office Tuesday, August 28, 2007



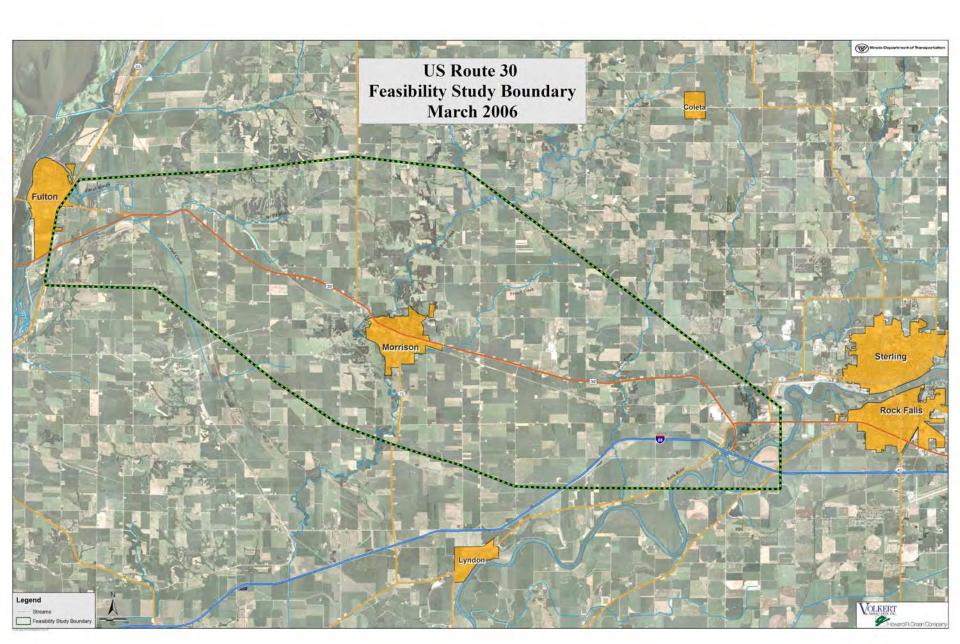


## US 30 Project

This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.



### Feasibility Study Area



## The US 30 Corridor Feasibility Study determined there was a need to:

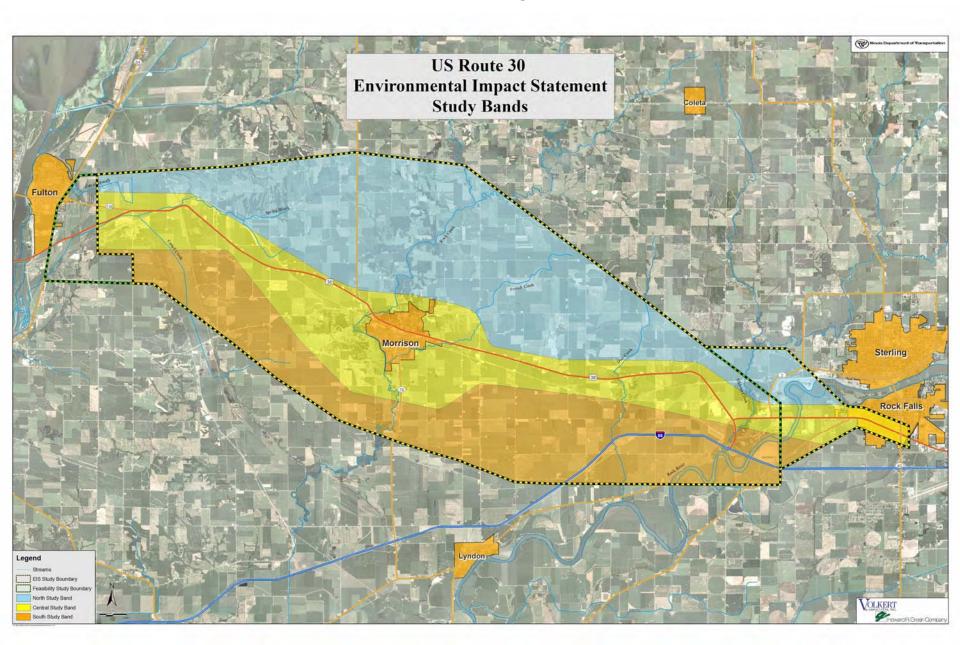
- Improve Regional Mobility
- Accommodate Land Use Planning Goals
- Address Local System Deficiencies and Safety

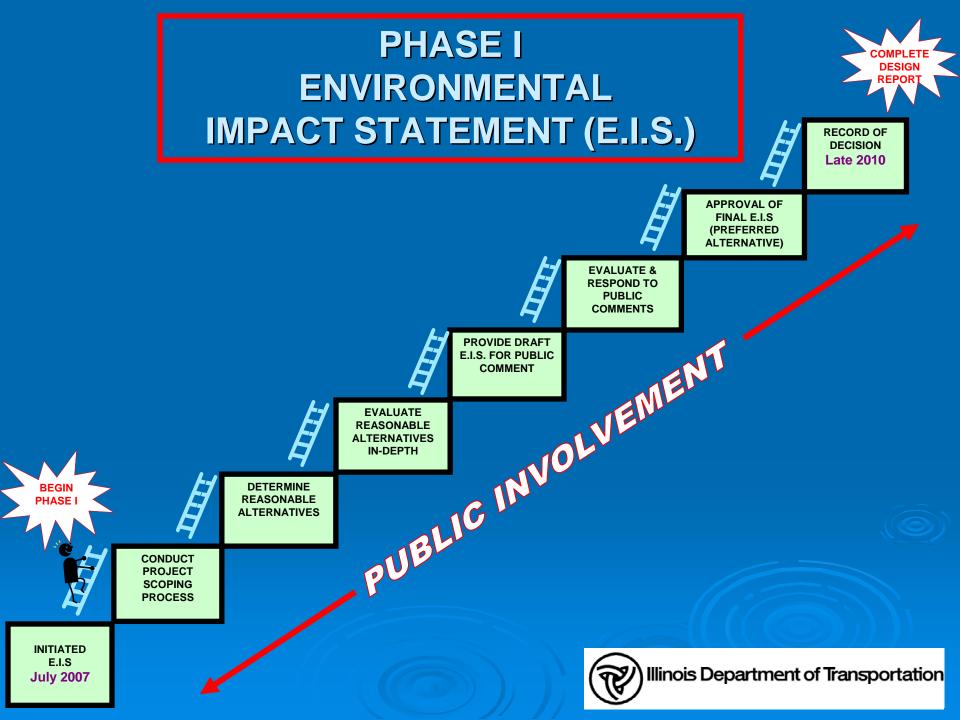


## NEXT STEP ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT **Using Context Sensitive Solutions Process**

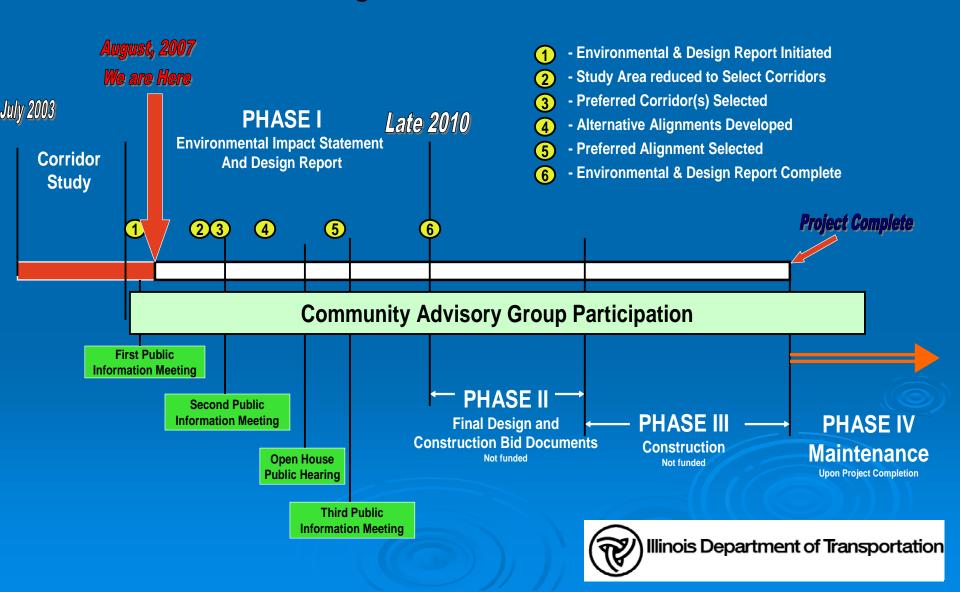


### **US 30 Study Bands**





## **Project Timeline**



## CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS

Project Study Group(PSG)is formed

Stakeholders are Identified

PSG Selects Community Advisory Group(CAG) Members from Stakeholders

**PSG develops Preliminary Alternative Corridors with input from CAGs** 

PSG develops Purpose & Need Statement from Problem Statement

**PSG** selects Preferred Corridors

PSG develops Alternative Alignments with Preliminary input from CAGs CAGs develop
Problem Statement
and define Project Context

CAGs evaluate & refine
Corridors based on Environmental
& Engineering Criteria

CAGs evaluate & refine alignments based on Environmental & Engineering Criteria

Prese

Public Hearing
Present Alternative Alignments

Public Information Meeting #2
Present Alternative Corridors

**Public Information Meeting #1** 

**Present Study Bands** 

**PSG selects Preferred Alignment** 

Public Information Meeting #3
Present Proposed US 30 Alignment

Complete the Environmental Impact Statement & Design Report

#### Other Public Outreach Activities:

- Stakeholder Meeting and Briefings
- Public Information Meetings
- New Project Web Site
- New Project Hotline
- Project Newsletters and Fact Sheets



# STAKEHOLDER BRIEFING HIGHLIGHTS JULY and AUGUST 2007

- **MEETING PURPOSE**
- AUDIENCE
- **FUTURE MEETINGS**
- LEGISLATIVE BRIEFINGS
- INTEREST/ISSUES/CONCERNS



## **Public Information Meeting**

**OVERVIEW** 

Morrison, Illinois Monday, July, 25, 2007

ATTENDANCE: 253

ATTENDEES: Business Leaders, Home Owners, Farmers, Political Officials, Media, Business Owners, Farm Bureau, Special Interest Groups, Roadway Commissioners, Chamber / Economic Development Agency Representatives

COMMUNITIES: Fulton, Morrison, Rock Falls, Sterling, Lyndon, Erie, Galesburg, Mt. Prospect, Clinton, Iowa, Davenport, Iowa

### INTEREST/ISSUES/COMMENTS:

- What are the property impacts?
- Is my property impacted?
- Where are the alignments?
- What happen to the preferred alignments identified in the feasibility study?
- How much is this project going to cost us?
- Who is funding this project?
- When will you build the highway?
- Will there be a by-pass in Morrison?
- Who is going to pay me for my property?



## YOUR COMMENTS & CONCERNS





## THANK YOU FOR YOUR ONGOING SUPPORT!









#### **Stakeholder Meeting Summary**

Tuesday, August 28, 2007

Illinois Department of Natural Resources, Morrison Rockwood State Park, Township Highway Commissioners, Wal-Mart Distribution Center, and Prairie Hills Recycling and Disposal Center Morrison, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

#### **Attendees:**

Harlan Vegter (Township Highway Commissioner – Union Grove) Arnold Vetger (Employee, Union Grove Township)

David J. Dykstra (Township Highway Commissioner - Mt. Pleasant)

Bill Koziol (Employees, Mt. Pleasant Township)

Mike Challand (IDNR-Morrison Rockwood State Park)

George Bellovics (IDNR Region I)

Jim Modglin (Manager - IDNR Region I)

#### Absent:

Wal- Mart Representative
Prairie Hills Recycling & Disposal Facility

#### **Project Study Group:**

Dawn Perkins (IDOT)

Rebecca (Becky) Marruffo (IDOT)

Mark Nardini (IDOT)

Gil Janes (HR Green)

Jon Estrem (HR Green)

Mike Walton (Volkert)

Bridgett Jacquot (Volkert)

Shelia A. Hudson (Hudson and Associates, LLC)

#### **Handouts (see attachment):**

Power Point- US 30 Environmental Impact Statement and

Phase I Design Report

#### Meeting Purpose

Members of the US 30 Project study team met with the Illinois Department of Natural Resources (IDNR), Morrison-Rockwood State Park, and Township Highway Commissioners representatives to present a project update.

The presentation included results from the feasibility study; an outline of the next Environmental Impact Statement (EIS) and Design Report phase. In addition, the Context Sensitive Solutions (CSS) policy and process was explained, as well as other public outreach activities.

Listed below is an outline of the power point presentation:

- Results from the Corridor Feasibility Study
- Federal Requirements for the Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Context Sensitive Solutions (CSS)

   PSG Role and CAG Role
- Other Public Outreach Activities
- Stakeholder Briefing Highlights
- Public Information Meeting (PIM) Overview
- PIM Interest, Issues, and Comments

A map was also presented that highlighted some of the environmental issues already identified within the project study area.

#### **Study Team Presentation**

Becky opened the meeting by introducing the new US 30 study team and thanking the officials for agreeing to meet with the team. She went on to highlight IDOT's new approach to EIS and Design reports as required by the Federal Highway Administration (FHWA) and Illinois' CSS policy.

Gil Janes, Mike Walton, and Bridgett Jacquot presented a US 30 power point presentation. Shelia Hudson closed the meeting by thanking the officials again for their time and on-going commitment to support the project.

#### **Comments/ Issues/ Questions**

#### **Comment:**

IDNR representatives expressed concerns that a new study was beginning and the appearance of disregarding alignments identified in the Feasibility Study. They went on to state that starting over would only delay the process. George (IDNR) stated that an average of 425,000 attendees visit the park annually. He went on to explain the patterns of how visitors access the park; stressing that the majority of their visitors access the park at the main gate. George felt it was important for the study team to know this information when determining a new alignment.

Becky explained the purpose of the Feasibility Study. She emphasized that the Department had to do the Feasibility Study first to determine if there was a need before going to the next phase. She went on to highlight several major milestones the study team must accomplish in Phase I before going to the next step, Phase II, Final Design. In closing, Becky explained that the process will take years before anyone see a final product; however the Department must adhere to the process as required by federal and state laws.

Continued- Stakeholder Meeting Summary

Many Highway Commissioners expressed concerns about the project potentially impacting local roadway plans. They stressed their desire to see better coordination efforts between the County Highway Engineers' office, and the study team to avoid possible situations that would impact local planning initiatives. The Commissioners also offered assistance in providing the study team with copies of local plans that focused on roadway, utilities, and land-use planning in the study area.

Gil explained to the audience that all information presented and/or gathered will beneficial and considered when the engineers begin their assessments. He went on to stress how important it was for individual stakeholders to provide the study team with any current and proposed data they deem important for the team to consider during the study period.

#### **Questions:**

**Q:** IDNR – Will the study team be vacating any roads?

A: Team Response - Mike responded, it's too early to determine what roads will be vacated.

**Q:** Highway Commissioner/IDNR – We've seen maps and read where roads have already been determined so why are we going through this process again?

**A:** Team Response - Gil responded the Feasibility Study was done to determine if there was a need based on preliminary findings. It was a step in the federal process the Department had to adhere to as required by law. The next step is a more in-depth process. The study team will begin analyzing environmental and engineering data for reporting as required by NEPA to get a Record of Decision (ROD).

**Q:** Highway Commissioner – Could the recommended alignment go outside the three study bands identified?

**A:** Team Response - Bridgett responded that FHWA requires IDOT to define a study area from one state route to another state within boundaries where the actual communities are impacted. Of course suggestions can be made, however through the EIS process an alignment proposed outside the study area could potentially be a fatal flaw.



## Whiteside County Highway Department

& Township Road Commissioners

Whiteside County Highway Dept. Office Tuesday, August 28, 2007



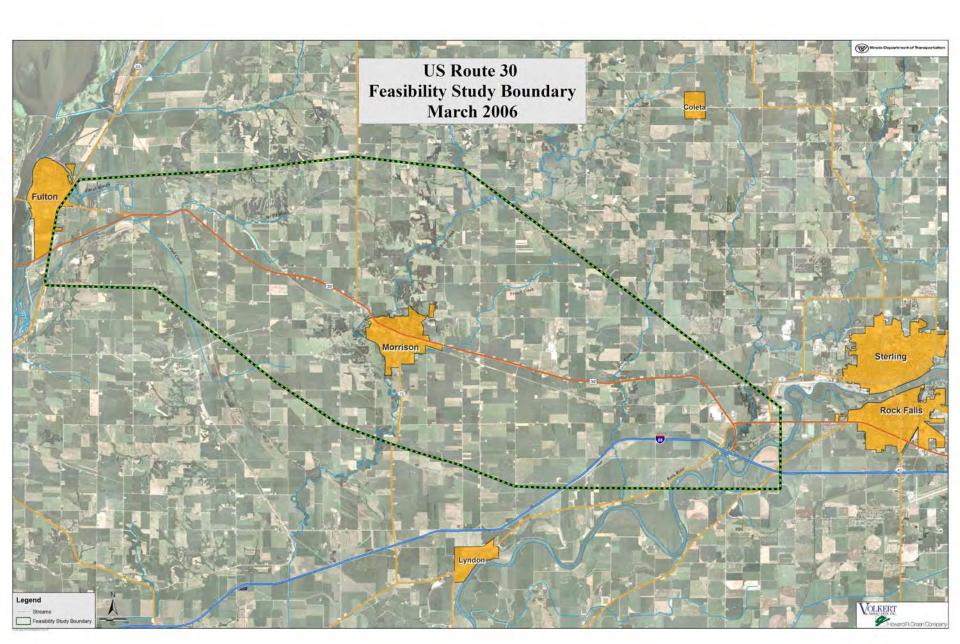


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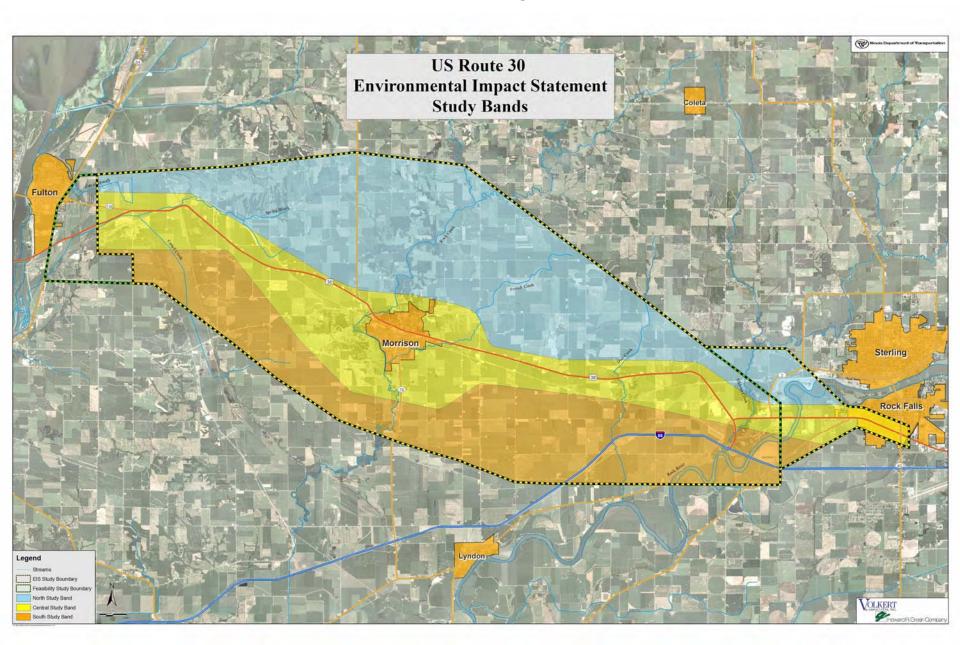
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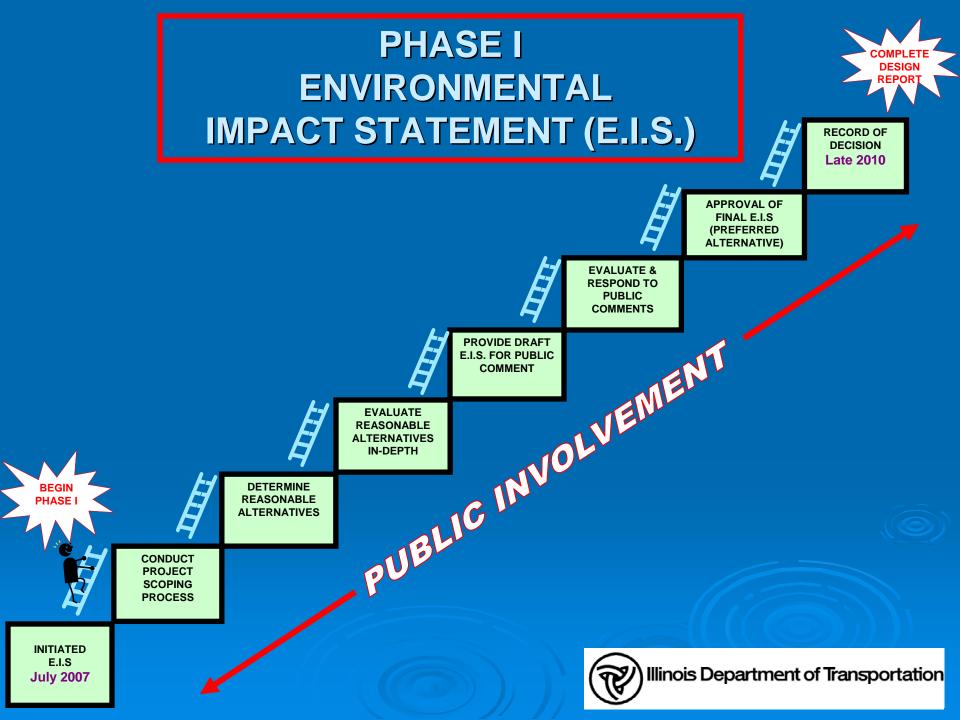


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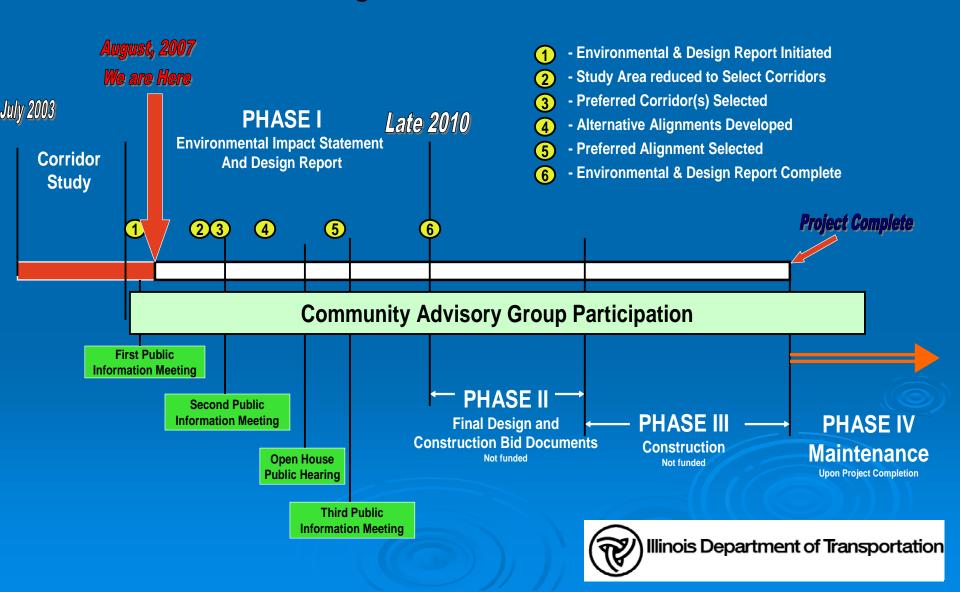


### **US 30 Study Bands**





## **Project Timeline**



## CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS

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# STAKEHOLDER BRIEFING HIGHLIGHTS JULY and AUGUST 2007

- **MEETING PURPOSE**
- AUDIENCE
- **FUTURE MEETINGS**
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## **Public Information Meeting**

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- Will there be a by-pass in Morrison?
- Who is going to pay me for my property?



## YOUR COMMENTS & CONCERNS





## THANK YOU FOR YOUR ONGOING SUPPORT!









#### **Stakeholder Meeting Summary**

Monday, September 17, 2007 City of Fulton Fulton, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

#### **Attendees:**

Honorable Howard Van Zuiden, Mayor Fulton City Council Members (all in attendance) Randy Balk, City Administrator Dan Clark, Public Works Director James Rhoades, Chief of Police Linda Hollis, City Clerk

#### **US 30 Project Team Members:**

Dawn Perkins (IDOT) Gil Janes (HR Green) Shelia A. Hudson (Hudson and Associates, LLC)

#### **Handouts** (see attachment):

Power Point- US 30 Environmental Impact Statement and Phase I Design Report

#### **Meeting Purpose**

Members of the Project Study Group (PSG) met with the City of Fulton to present an overall project status report that included results from the feasibility study and highlights of the next study phase.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Public Outreach Activities
- Results from Public Information Meeting (July 25, 2007) and First Round of Stakeholder Meetings

#### **US 30 Team Presentation**

Shelia Hudson opened the meeting by introducing the team present and thanking the Council for agreeing to meet with the District to discuss the project status.

Dawn Perkins followed Ms. Hudson with remarks on behalf of the Department. She went on to explain the purpose of the next phase and the consultant role/responsibility during the next phase.

Gil Janes presented a power point presentation that focused on the results from the feasibility study; highlights of the next phase; federal and state policies (such as NEPA, EIS and CSS); and results from the Public Information Meeting and first round of Stakeholder Meetings. Gil closed the meeting by thanking the Council for their time and on-going efforts to champion the project.

#### **Comments/ Issues/ Questions**

#### **Questions:**

Q- Alderman Field wanted to know why was there so much foot dragging? In his opinion the project was going backward not forward.

A- Gil responded that the project was actually on course. He went on to explain the Federal and State policies the Department must adhere to as prescribed before moving to the next phase.

Q - Alderman Roels wanted to know at what cost is the project costing the tax payers. Also, what are HR Green and Volkert making on the project?

A- Gil informed the council that the project will cost approximately 7 million dollars to complete a very thorough study.

Q- Alderman Fields asked where did the project rank with the Department?

A- Gil stated the project was high on the Department's listing of statewide projects for Illinois. He went on to say much of the acknowledgment of hard work and thanks goes to their leadership and the on-going community support being demonstrated. Gil emphasized the importance of keeping the momentum going to continue progress.



# City of Fulton City Council Meeting

City Hall

Monday, September 17, 2007





## US 30 Project

This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.



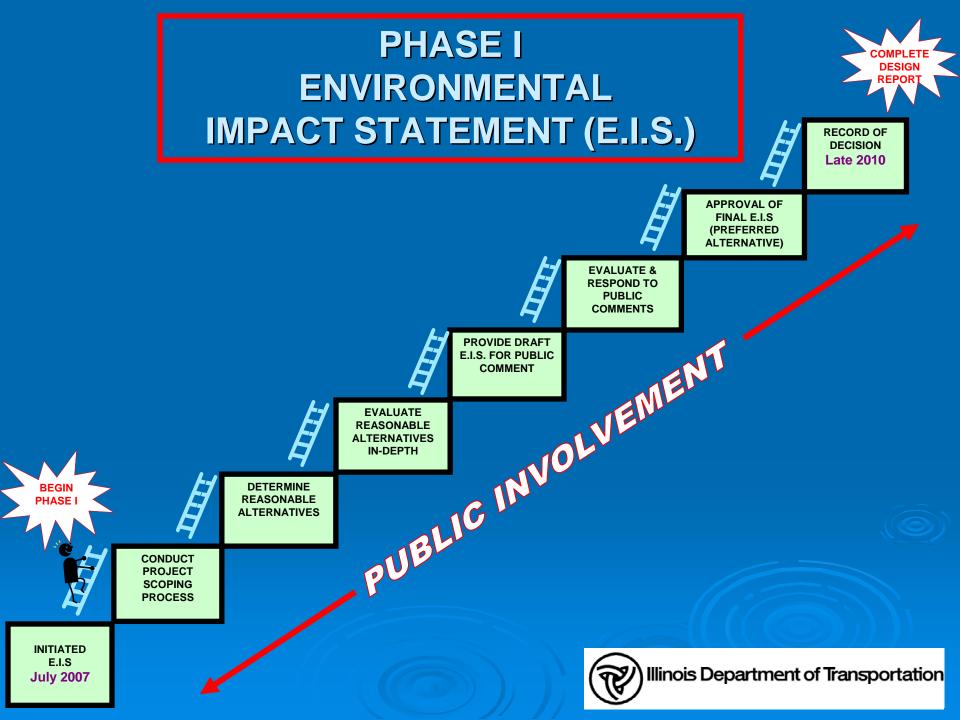
# The US 30 Corridor Feasibility Study determined there was a need to:

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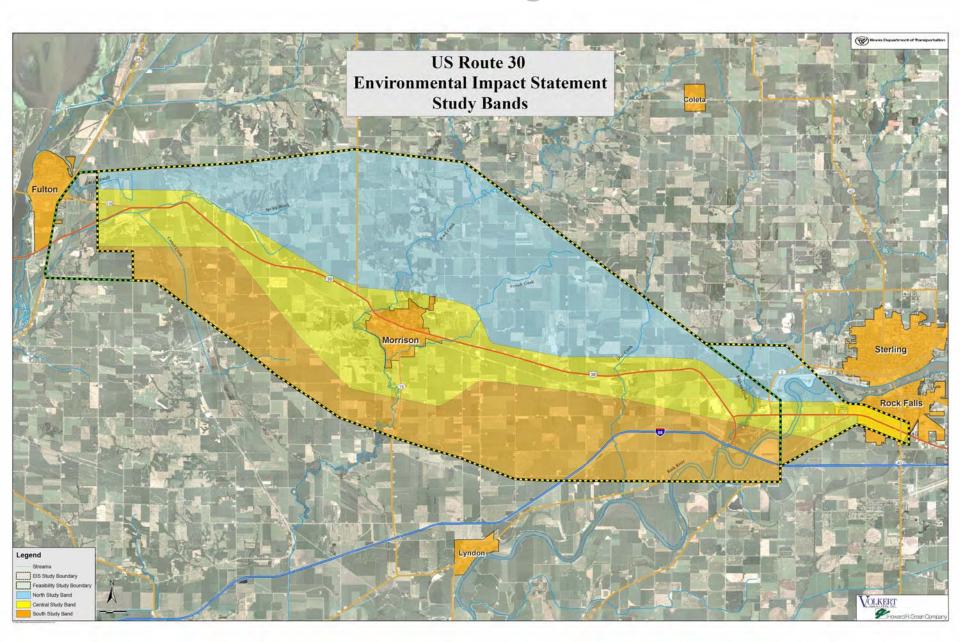


# **NEXT STEP ENVIRONMENTAL IMPACT** STATEMENT AND PHASE I DESIGN REPORT **Using Context Sensitive Solutions Process**

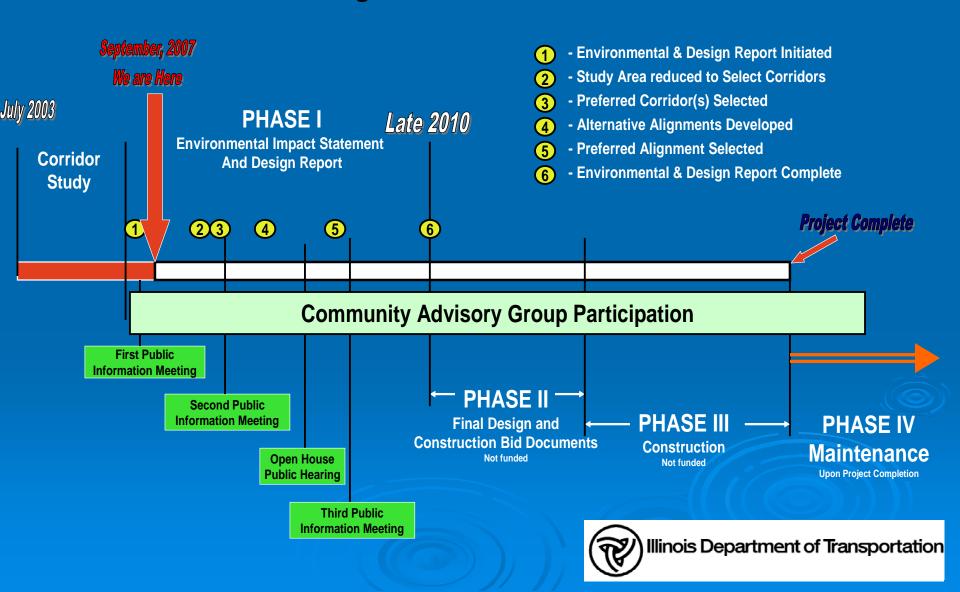




## **US 30 Study Bands**



## **Project Timeline**



### CONTEXT SENSITIVE SOLUTIONS

#### PSG's Role

- ☐ Identify Stakeholders and assure representation of all entities in the Public Involvement process.
- Utilize the problem statement developed by the Community Advisory Group to develop the Project Purpose and Need Statement.
- Utilize the information gained by the Community Advisory Group along with Environmental and Engineering Data to guide the project decisions.

#### CAG's Role

- ☐ Identify criteria that reflect the ideas and interests of the community (e.g. safety, severance of farms).
- Develop a problem statement.
- Participate in exercises to visualize and suggest engineering and aesthetic concepts for enhancing the project.
- Provide ideas and information to be directly used in the development of project documents, the study bands, corridors and alignments of potential improvement.

### CONTEXT SENSITIVE SOLUTIONS

## Community Advisory Group Activities

- Develops Problem Statement and define Project Context
- Evaluates & refines Corridors based on Environmental& Engineering Criteria
- Evaluates & refines alignments based on Environmental& Engineering Criteria

## Public Information Meeting

**OVERVIEW** 

Morrison, Illinois Monday, July, 25, 2007

**ATTENDANCE: 253** 

ATTENDEES: Business Leaders, Home Owners, Farmers, Political Officials, Media, Business Owners, Farm Bureau, Special Interest Groups, Roadway Commissioners, Chamber / Economic Development Agency Representatives

# STAKEHOLDER BRIEFING HIGHLIGHTS JULY and AUGUST 2007

We have met with several groups thus far including US 30 Coalition, Several Legislators, County and Township Personnel, Business Owners, the State Park and City Councils.

We will continue to update these and other stakeholders throughout the length of the project

# Key Issues from the Public Meeting and Stakeholder Meetings

- □ Land Acquisition
- Bypass or No Bypass in Morrison
- Project Funding
- □ Did this backtrack?
- Effects on Businesses

# YOUR COMMENTS & CONCERNS





# THANK YOU FOR YOUR ONGOING SUPPORT!









#### **MEETING MINUTES**

Date: October 9, 2007

Subject: Presentation of US 30 at the Iowa DOT Commission Meeting

In Clinton, Iowa

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110)PE I

Whiteside County Job No. P-92-107-07

#### **Attendees**

NAME ORGANIZATION

Suzan Boden Iowa DOT Commission
Wayne Sawtelle Iowa DOT Commission

Nancy Richardson Director Iowa DOT Commission
Barry Cleaveland Iowa DOT Commission Chair
Patricia Crawford Iowa DOT Commission Vice-Chair

Thomas W. Hart Iowa DOT Commission
Barbara MacGregor Iowa DOT Commission

#### **Team Members**

Dawn Perkins (IDOT)
Gil Janes (HR Green)
Michael Walton (Volkert & Assoc.)

#### **Meeting Purpose**

These Members of the US 30 Project Team met with the Iowa Department of Transportation Commission to present a project overview and status report. This presentation included results from the feasibility study and highlights of the next study phase.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Public Outreach Activities
- Results from First Round of Stakeholder Meetings

#### **Study Team Presentation**

A brief portion of this meeting of the Commission was set aside to discuss the US 30 Environmental Impact Study between Fulton and Rock Falls in Illinois.

Page 1 of 6
Stakeholder Meeting Minutes
Iowa DOT Commission Meeting
US 30 EIS & Phase I Design Report





Dawn Perkins began with remarks on behalf of the Department. She went on to explain the purpose of the project and the consultant role/ responsibility during the phase I work. Dawn Perkins introduced the project and the team.

Gil Janes then initiated the following power point presentation that focused on the results from the feasibility study; and the project's regional importance. Michael Walton continued with a description of the next phase of the project, outlining federal and state policies (such as NEPA, EIS and CSS); and results from the Public Information Meeting and first round of Stakeholder Meetings.

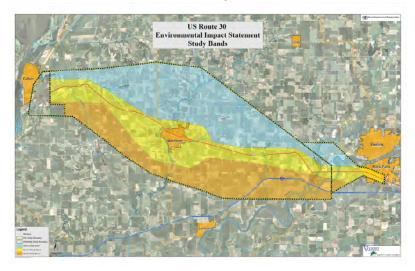








#### **US 30 Study Bands**



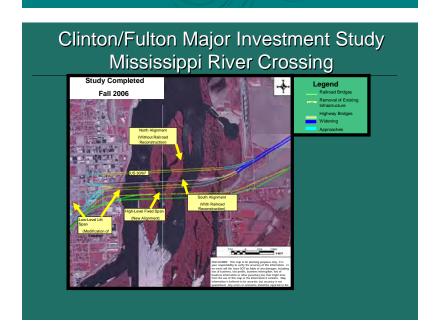




#### The US 30 Corridor Feasibility Study determined there was a need to:

- Improve Regional Mobility
- Accommodate Land Use Planning Goals
- Address Local System Deficiencies and Safety









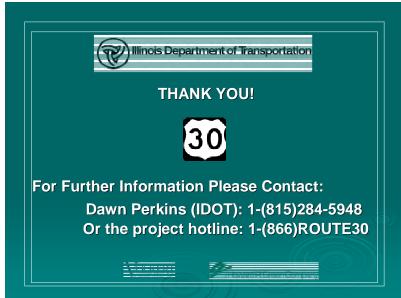












#### **Comments/ Issues/ Questions**

There were no questions from the Commission.

Following this brief presentation the Commission thanked us for the information and project update.

#### Handout/Fact Sheet

(Attached)

Page 6 of 6
Stakeholder Meeting Minutes
Iowa DOT Commission Meeting
US 30 EIS & Phase I Design Report





#### **Stakeholder Meeting Summary**

Monday, October 15, 2007 Greater Sterling Development Corporation Sterling, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

#### **Attendees:**

David Barajas, Jr. (CAG Member)

Pete Dillon Ed Andersen

Mark Zumdahl

Scott Schumard (CAG Member)

Dick Baumann

Betty Steinert (CAG Member)

Heather Sotelo (CAG Member)

Wil Booker

Dave Hurless

Dick Prescott

Dick Gebhardt

#### **US 30 Project Team Members:**

Dawn Perkins (IDOT)

Gil Janes (HR Green)

Mike Walton (Volkert)

Shelia A. Hudson (Hudson and Associates, LLC)

#### **Handouts** (see attachment):

Power Point- US 30 Environmental Impact Statement and

Phase I Design Report

#### **Meeting Purpose**

Members of the Project Study Group (PSG) met with the Greater Sterling Development Corporation to present an overall project status report that included results from the feasibility study and highlights of the next study phase.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Context Sensitive Solutions (CSS)– PSG Role and CAG Role
- Results from First Round of Stakeholder Meetings and Key Issues
- Public Outreach Activities

#### **US 30 Team Presentation**

Shelia Hudson opened the meeting by thanking the Corporation for agreeing to meet with the team and for their on-going support. She also introduced the team and highlighted their roles. Dawn Perkins explained that the project is moving ahead because of the grass roots level of support and the unified voice of stakeholders saying how important this project is to the economic growth and vitality of the region.

Gil Janes and Mike Walton presented a power point presentation that focused on results from the feasibility study; highlights of the next phase; federal and state policies (such as NEPA, EIS and CSS); and results from the Public Information Meeting and first round of Stakeholder Meetings. Gil Janes and Shelia Hudson closed the meeting by thanking the Greater Sterling Development Corporation for their time and on-going efforts to support the project.

The most important thing that this group can do is to continue to speak with a unified voice in support of the project. Significant funding still remains to be secured. Continuous efforts need to be made to move the project forward to the next stages.

#### **Comments/ Issues/ Questions**

#### **Comment:**

Mr. Barajas, Jr. expressed concerns about information and comments being conveyed to the media that are inaccurate. The team needs to be VERY clear on the project timeline as well as other information presented to the public. He went on to suggest that in the future responses to the media should only be done by the Department and/or Consultants in order to assure information is correct.

Shelia Hudson went on to explain that it is a very challenging task trying to control individuals who speak to the press without informing the Department and/or seeking information before going to the press. There are protocols in place for the team to adhere to. Ideally we would like for individuals contacted by the press/media to contact us and we will either assist them with responses and/or provide them with information to assure the facts are presented correctly.

#### **Questions:**

**O-** When will the web site be on-line?

**A-** Soon. Some details are being finalized, and approval will be sought from the Illinois DOT. Once approved, the site will be updated as needed with current information regarding the process.



# US 30 PRESENTATION Greater Sterling Development Corporation

Sterling Small Business and Technical Center

Monday, October 15th, 2007





# US 30 Project

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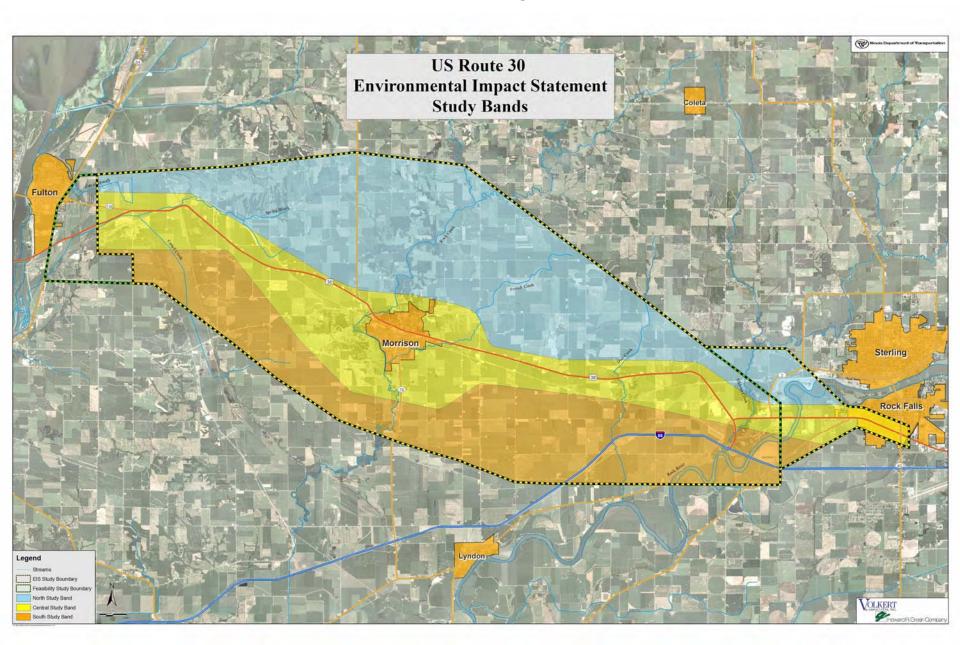


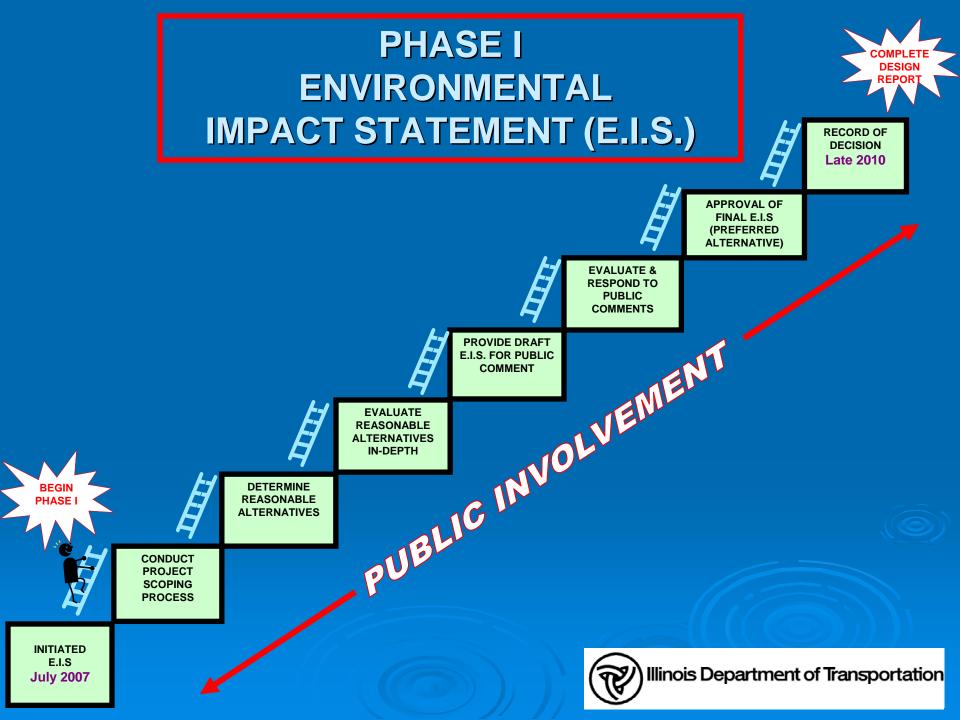
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Using Context Sensitive Solutions
Process

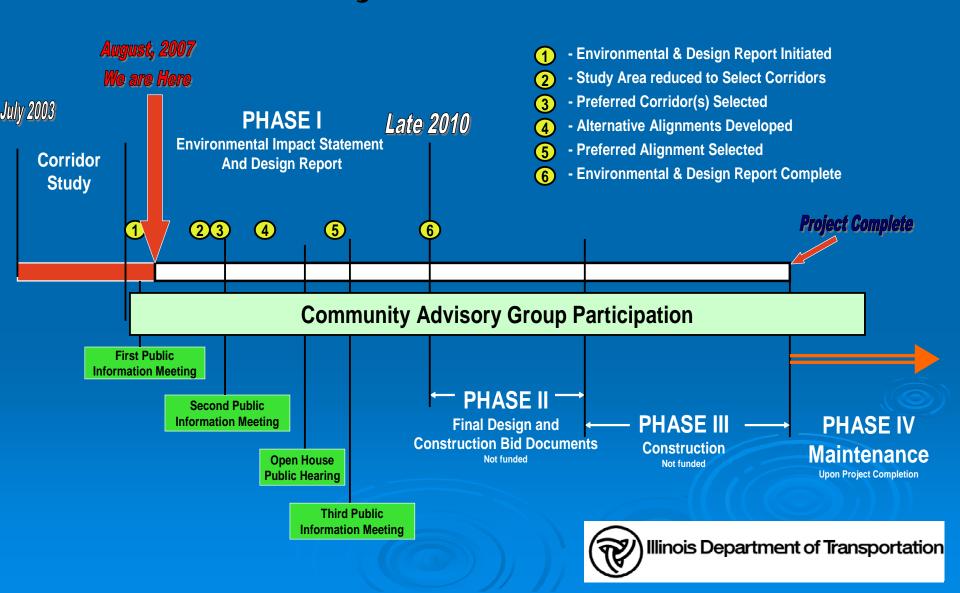


## **US 30 Study Bands**





## **Project Timeline**



# PUBLIC INVOLVEMENT CONTEXT SENSITIVE SOLUTIONS PROJECT STUDY GROUP'S ROLE

- Identify Stakeholders and assure representation of all entities in the Public Involvement process.
- Utilize the problem statement developed by the Community Advisory Group to develop the Project Purpose and Need Statement.
- Utilize the information gained by the Community Advisory Group along with Environmental and Engineering Data to guide the project decisions.

#### COMMUNITY ADVISORY GROUP'S ROLE

- Identify criteria that reflect the ideas and interests of the community (e.g. safety, agriculture).
- Develop a problem statement.
- Participate in exercises to visualize and suggest engineering and aesthetic concepts for enhancing the project.
- Provide ideas and information to be directly used in the development of project documents, the study bands, corridors and alignments of potential improvement.

## STAKEHOLDER BRIEFINGS

- We have met with several groups thus far including US 30 Coalition, Several Legislators, County and Township Personnel, Business Owners, the State Park and City Councils.
- Input Important to Identify Community Concerns
- We will continue to update stakeholders throughout the length of the project



## **Key Issues from Meetings**

- Land Acquisition
- Bypass or No Bypass in Morrison
- Project Funding
- Did this backtrack?
- Effects on Businesses

# Other Public Outreach Activities:

- Public Information Meetings
- New Project Web Site
- New Project Hotline 1-866-ROUTE30
- Project Newsletters and Fact Sheets





# THANK YOU FOR YOUR ONGOING SUPPORT!









#### **Stakeholder Meeting Summary**

Wednesday, October 17, 2007 Morrison Rotary Club Morrison, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

#### **Attendees:**

Ed Abbott (CAG Member)

Dave Abele

Barb Bees

Shelly Bierman

Mike Blean

Bill Bull

Jim Camp

Ron Coplan

Lloyd Esse

Rich Glazier

Robin Green

Mike Gunderson

Gary Hayenga

Drew Hoffman

Karl Kavarik

Chuck Lindsay

Don Miller

Jack Ottosen

Everett Pannier (CAG Member)

John Prange

Merle Reisenbigler

Phil Renkes (CAG Member)

Kevin Schlueter

Mark Schuler

Mike Selburg

John Tomasino

Dick Vandermyde

Ted Volckman

Jody Ware (CAG Member)

Vicki Wiebenga

Mike Zurn

#### **US 30 Project Team Members:**

Dawn Perkins (IDOT)
Gil Janes (HR Green)
Mike Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

#### **Handouts (see attachment):**

Power Point- US 30 Environmental Impact Statement and Phase I Design Report

#### **Meeting Purpose**

Members of the Project Study Group (PSG) met with the Morrison Rotary Club to present an overall project status report that included results from the feasibility study and highlights of the next study phase.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Context Sensitive Solutions (CSS)– PSG Role and CAG Role
- Results from First Round of Stakeholder Meetings and Key Issues
- Public Outreach Activities

#### **US 30 Team Presentation**

Gil Janes and Mike Walton presented a power point presentation that focused on results from the feasibility study; highlights of the next phase; federal and state policies (such as NEPA, EIS and CSS); and results from the Public Information Meeting and first round of Stakeholder Meetings. Gil Janes and Shelia Hudson closed the meeting by thanking the Morrison Rotary Club for their time and on-going efforts to champion the project.

#### **Comments/ Issues/ Questions**

#### **Questions:**

**Q-** Will the team take into consideration the impacts this project – if a four lane – would have on the loss of potential land for those who own farm land?

**A-** Gil and Shelia emphasized that agricultural impacts are a top concern and will be taken into consideration.

**Q** – Who are some of your CAG members? Can we get a copy of the CAG list? **A-** Gil and Shelia acknowledged members in the room such as Phil Renkes, Jody Ware, and Everett Pannier, just to name a few. Shelia went on to explain that a membership list will be available after IDOT informs members that a request to see the list was made and approval is given by the CAG.

**Q-** There is a 4 lane highway in Iowa,2 lane highway in Illinois, and 2-2 lane bridges in Illinois (Morrison area), will there eventually be a new bridge built in the area?

**A-** Gil highlighted information about a study that determined the need for a new bridge in the area. However that study was done totally independent of this project.



# US 30 PRESENTATION Morrison Rotary Club

Northside Country Inn Morrison, IL

Wednesday, October 17th, 2007





## US 30 Project

This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.



## The US 30 Corridor Feasibility Study determined there was a need to:

- Improve Regional Mobility
- Accommodate Land Use Planning Goals
- Address Local System Deficiencies and Safety

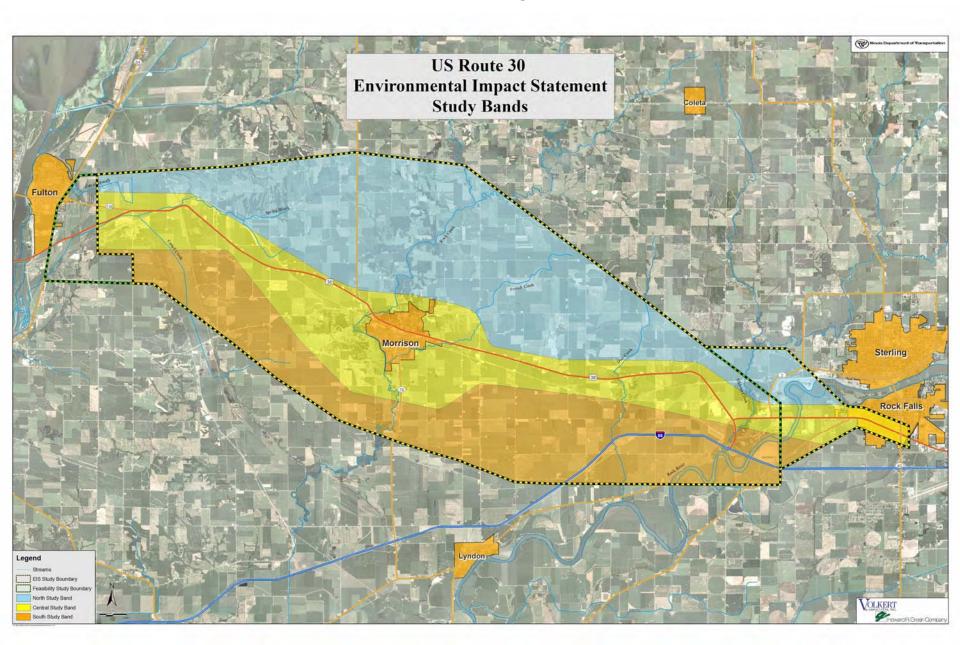


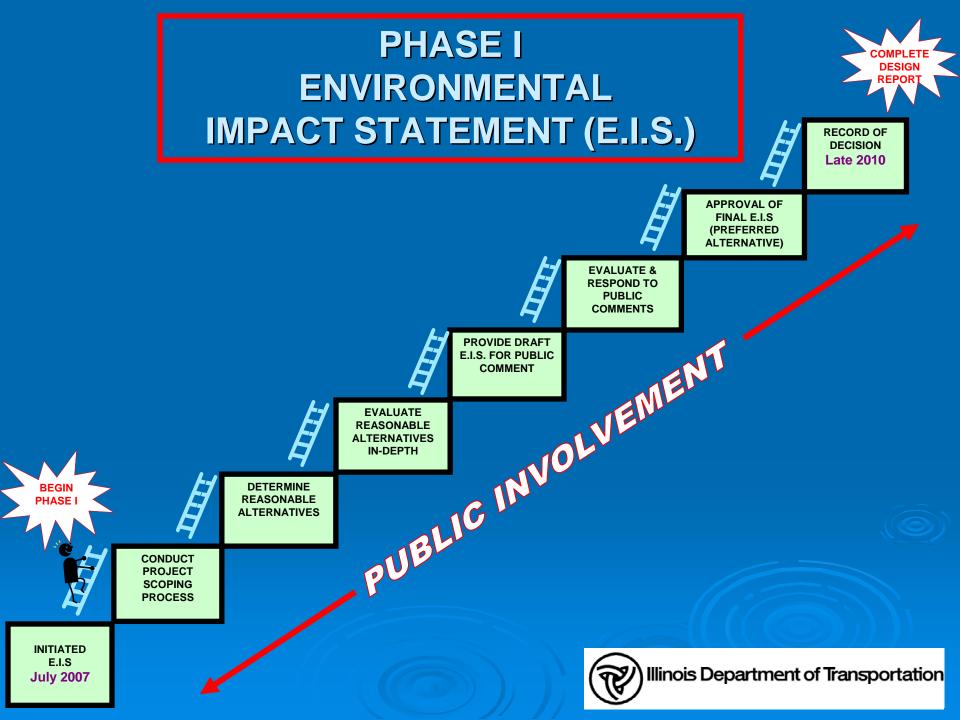
# NEXT STEP ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT

Using Context Sensitive Solutions
Process

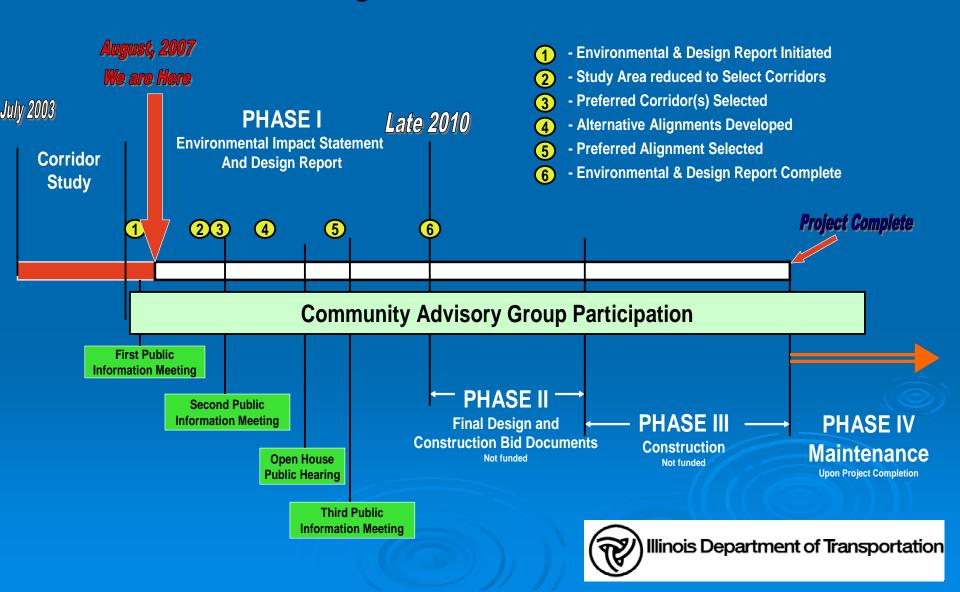


## **US 30 Study Bands**





## **Project Timeline**



# PUBLIC INVOLVEMENT CONTEXT SENSITIVE SOLUTIONS PROJECT STUDY GROUP'S ROLE

- Identify Stakeholders and assure representation of all entities in the Public Involvement process.
- Utilize the problem statement developed by the Community Advisory Group to develop the Project Purpose and Need Statement.
- Utilize the information gained by the Community Advisory Group along with Environmental and Engineering Data to guide the project decisions.

### **COMMUNITY ADVISORY GROUP'S ROLE**

- Identify criteria that reflect the ideas and interests of the community (e.g. safety, agriculture).
- Develop a problem statement.
- Participate in exercises to visualize and suggest engineering and aesthetic concepts for enhancing the project.
- Provide ideas and information to be directly used in the development of project documents, the study bands, corridors and alignments of potential improvement.

## STAKEHOLDER BRIEFINGS

- We have met with several groups thus far including US 30 Coalition, Several Legislators, County and Township Personnel, Business Owners, the State Park and City Councils.
- Input Important to Identify Community Concerns
- We will continue to update stakeholders throughout the length of the project



## **Key Issues from Meetings**

- Land Acquisition
- Bypass or No Bypass in Morrison
- Project Funding
- Did this backtrack?
- Effects on Businesses

## Other Public Outreach Activities:

- Public Information Meetings
- New Project Web Site
- New Project Hotline 1-866-ROUTE30
- Project Newsletters and Fact Sheets





## THANK YOU FOR YOUR ONGOING SUPPORT!









#### **Stakeholder Meeting Summary**

Thursday, October 18, 2007 Whiteside County Natural Area Guardians (NAG) Odell Community Center Morrison,, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

#### **Attendees:**

Fred Turk

Carolyn Keller

Tim Keller

Robert Stone

Robert Nowak

Shirley Nowak

Charlene J. Knudten

Dan Eads

Davis Anvrin

Jim Davis

Sarah Bull

Linda Boardsen

Dale Belt

Elisa Rideout

Dave Harrison

#### **Project Study Group:**

Becky Marruffo (IDOT)

Dr. Cassandra Rodgers (IDOT)

Jon Estrem (HR Green)

Bridgett Jacquot (Volkert & Associates, LLC)

Mary Lou Goodpaster (Goodpaster-Jamison, Inc.)

Shelia A. Hudson (Hudson and Associates, LLC)

### **Handouts** (see attachment):

Power Point- US 30 Environmental Impact Statement and

Phase I Design Report

#### **Meeting Purpose**

Members of the US 30 Project study team met with Whiteside County Natural Area Guardians (NAG) representatives to present an overall project update. The presentation included results from the feasibility study, highlights of the next steps (Environmental Impact Statement (EIS) study and Design Report); an overview of the Context Sensitive Solutions (CSS) policy and process; the status of the Community Advisory Group (CAG), Project Study Group (PSG), and Stakeholder meetings; as well as other public outreach activities.

Listed below is an outline of the PowerPoint presentation:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Environmental Criteria
- Project Timeline
- Context Sensitive Solutions (CSS)– PSG Role and CAG Role
- CAG & PSG Meetings
- Stakeholder Briefing Highlights
- Key Issues from Meetings
- Other Public Outreach Activities

A map which highlighted some of the environmental issues already identified within the project study area was also presented.

#### **Study Team Presentation**

Becky Marruffo opened the meeting by introducing the US 30 study team, and expressing IDOT's appreciation to the organization for agreeing to meet with the study team regarding the project. She went on to briefly explain IDOT's new approach called Context Sensitive Solutions (CSS) which engages stakeholders in the entire design process.

Jon Estrem and Bridgett Jacquot presented a US 30 PowerPoint presentation. During the presentation they explained FHWA and National Environmental Policy Act (NEPA) requirements and process. Jon gave a detailed description of CSS and explained how the process will be implemented into the EIS/Design study. In addition, PSG and CAG roles were highlighted. Bridgett and Mary Lou noted potential environmental issues based on federal criteria, and explained that the study team will assess these issues in-depth as a part of the study. They both expressed the study team's desire to work closely with the Whiteside County Natural Area Guardians to develop a comprehensive document.

Bridgett highlighted the most recent exercises and activities the CAG has participated in to assist the PSG with developing a Problem Statement, defining the Purpose and Need, and developing corridor alternatives. She went on to discuss key issues raised from the first round of stakeholder meetings and other public outreach activities.

Becky thanked the organization for their time and encouraged them to stay involved with the project.

#### **Comments/ Issues/ Questions**

#### **Comments:**

Several members of the NAG expressed concerns about the process and what was truly driving the project. It was their understanding that developers and individuals representing economic development agencies were truly driving the effort.

Dr. Rodgers explained that federal guidelines prohibit the department from allowing economic development to be the only factor for proposing a new roadway system. There are other factors and criteria that must be reviewed and analyzed as part of the report before the FHWA will approve a proposed improvement.

Bridgett acknowledged the concerns about the process and went on to explain that both the Federal Highway Administration and the Department of Transportation will monitor our process to make sure it is objective and defensible. She reiterated the purpose of the Feasibility Study, and how the study positioned the project for this phase. Bridgett also explained the importance of gathering more in-depth traffic data, historical data, comprehensive land use and development plans, design and engineering plans, as well as environmental information to draft an Environmental Impact Statement that leads to a Record of Decision (ROD) during this phase.

Becky elaborated on the CAG process, expectations, and roles. She explained that members of the CAG will be involved throughout the entire process – that includes through construction and maintenance. Shelia Hudson concurred with Becky's comments about the CAG process. She went on to share with the group the make-up of CAG interest groups who serve as representatives, such as farmers, homeowners, historical groups, bicyclist, educators, civic groups as well as a representative from the NAG just to name a few.

Elisa Rideout (NAG/ CAG representative), stated she was not sure that the group supports a 4-lane highway or agrees that the project is truly needed. She went on to say that she thinks the project is more politically motivated than anything. However, since the project is moving forward she would hope that the project need assessment is based on defensible traffic data, and not qualitative judgements by project proponents. In addition, she requested that the team be sensitive to areas they can protect.

Mary Lou Goodpaster assured members that the Project Study Group (PSG) will adhere to all federal and state requirements. In addition, the CSS process will provide venues and forums for the public to be heard and/or voice their opinions as the project progress.

#### **Questions:**

Q: NAG - Does the study team have a comprehensive development plan for the area?

A: Team Response - Jon responded no; however, the purpose of the study team meeting with various county and city representatives, developers, and other interest groups is to hopefully learn more about their short and long term development plans for the area. The information gathered will be shared with the CAG, PSG, and TAG (if needed) and will be incorporated, as necessary, into the environmental impact statement. He went on to express the importance of CSS and that nothing can be done without considering the community's context as part of the CSS process.

**Q:** NAG – The Feasibility Study pushed for a four lane highway, will the study team consider that to be the end result?

**A:** Team Response – Becky concurred the previous study did propose a possible four lane highway and potential alignments were identified. However, she went on to explain that the study was a preliminary study scoped to determine a need (if any) and examine preliminary data. This phase will take us through detailed analyses to identify alignment location, number of lanes, and environmental impacts. The project team also stressed that the No Action Alternative will be carried throughout this process, and that it is possible to have a Record of Decision that identifies a new alignment through some areas, while leaving the current highway in others.

**Q:** NAG - How can the public learn more about the process? Who will make the final decision? **A:** Team Response – Becky responded, the public can always go to the web site (at the time the site was being revised) to learn more about the project. She also stated that the PSG will make recommendations to the Department for final approval.

**Q:** NAG - How will the study team decide on consensus?

**A:** Team Response – It's a nebulous process that requires a lot of monitoring, reviewing, documenting and auditing to check ourselves. This is one of the important elements of CSS.

**Q:** NAG – Will the Lyndon Prairie Nature Preserve be safe?

**A:** Team Response – Bridgett responded that the study team considers any alignment that impacts the Lyndon Prairie Nature Preserve to be fatally flawed. The study team will not recommend any alternative that impacts the nature preserve.

**Q:** NAG – Will global warming have its own category in the environmental impact statement? **A:** Team Response – Bridgett stated Energy is the area where global warming will be considered within the Environmental Impact Statement.

Q: NAG – How long is this process?

A: Team Response- Bridgett stated as late as 2010 for the completion of Phase I.

**Q:** NAG – What are the qualifications of the persons conducting the inventories of natural resources? Are biologists a part of the process?

**A:** Team Response - The natural resource field investigations are conducted by scientists from the Illinois Natural History Survey (INHS). These scientists include specialists in ornithology, ichthyology and aquatic studies, botany, wetlands, and other areas. Their investigations will be summarized in the environmental impact statement and referenced. The qualifications of each of the contributing scientists are provided on the INHS website.

**Q:** NAG – Has the study team contacted landowners/ property owners to inform them that their property may be impacted?

**A:** Team Response – Jon responded yes and no. The project has not reached the point where property impacts have been identified. Once potential alignments have been identified property owners will be contacted. However, during the Feasibility Study and during our first public information meeting the public was informed about the study area boundaries. He also mentioned that teams of archaeologists and biologists completed the environmental inventories for the entire study area this summer, and that property owners were notified of these surveys.

**Q:** NAG – How is the study team assessing traffic data or determining traffic patterns? **A:** Team Response – Jon responded most of the data will come from the Department's Division of Traffic Safety.

**Q:** NAG – Will the study team consider local fender-bender and commuter accidents in the crash analysis for this project?

**A:** Team Response – Accident data for the entire study area have been provided by IDOT. The study team will analyze all of these data as part of the project crash analysis.





## AGENDA October 18, 2007 Whiteside County Natural Area Guardians



- 1. Welcome & Introductions
- 2. US 30 Project
- 3. US 30 Corridor Feasibility Study
- 4. Environmental Impact Statement & Phase I Design Report
- 5. Project Timeline
- **6. Context Sensitive Solutions (CSS)**
- 7. Stakeholder Briefings
- 8. Other Public Outreach Activities



# US 30 PRESENTATION Whiteside County Natural Area Guardians

Odell Community Center Morrison, IL

Thursday, October 18th, 2007





## US 30 Project

This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.



## The US 30 Corridor Feasibility Study determined there was a need to:

- Improve Regional Mobility
- Accommodate Land Use Planning Goals
- Address Local System Deficiencies and Safety

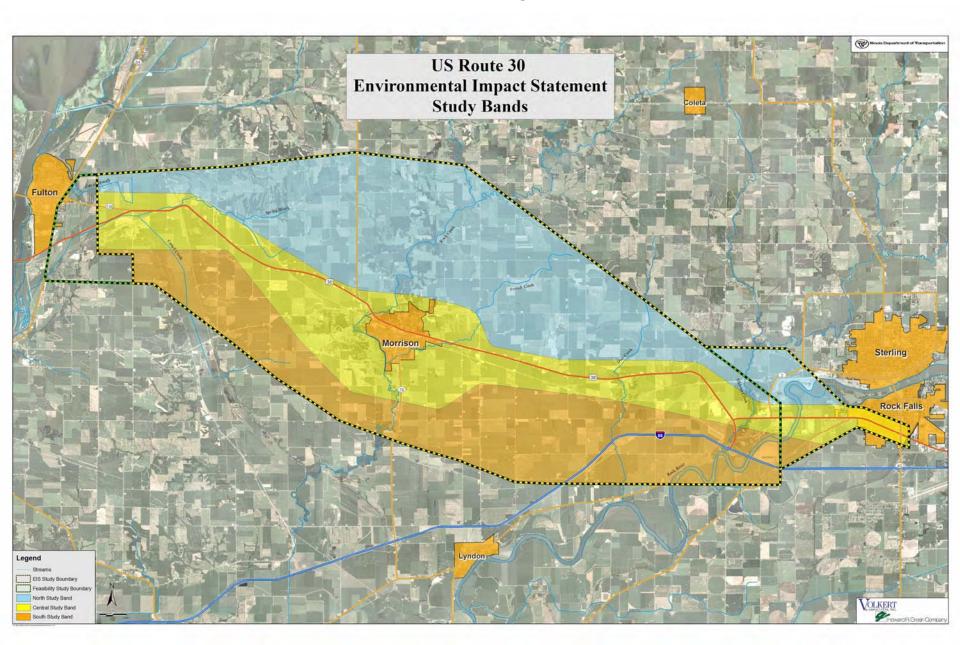


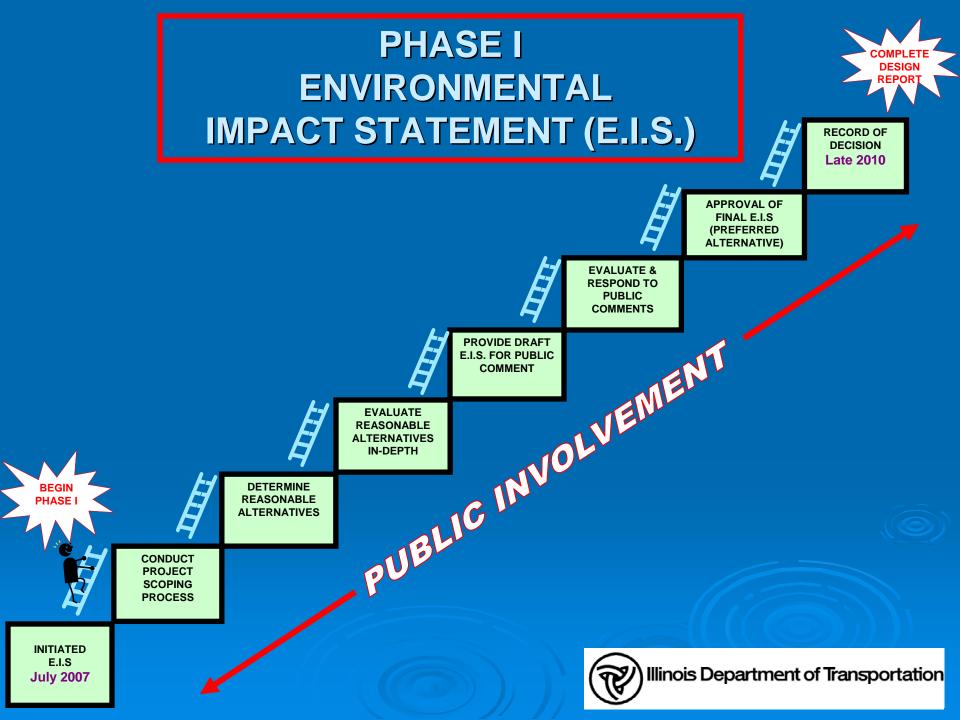
# NEXT STEP ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT

Using Context Sensitive Solutions
Process



## **US 30 Study Bands**





## ENVIRONMENTAL CRITERIA

Social/Economic

Historical/Archaeological

Noise

Natural Resources

Water Quality/Resources

Flood Plains

Nature Preserves

Endangered & Threatened Species

Mitigation Measures

Construction Impacts

Secondary & Cumulative Impacts

Agricultural

Air Quality

Energy

Special Waste

**Parks** 

Natural Areas

Special Lands

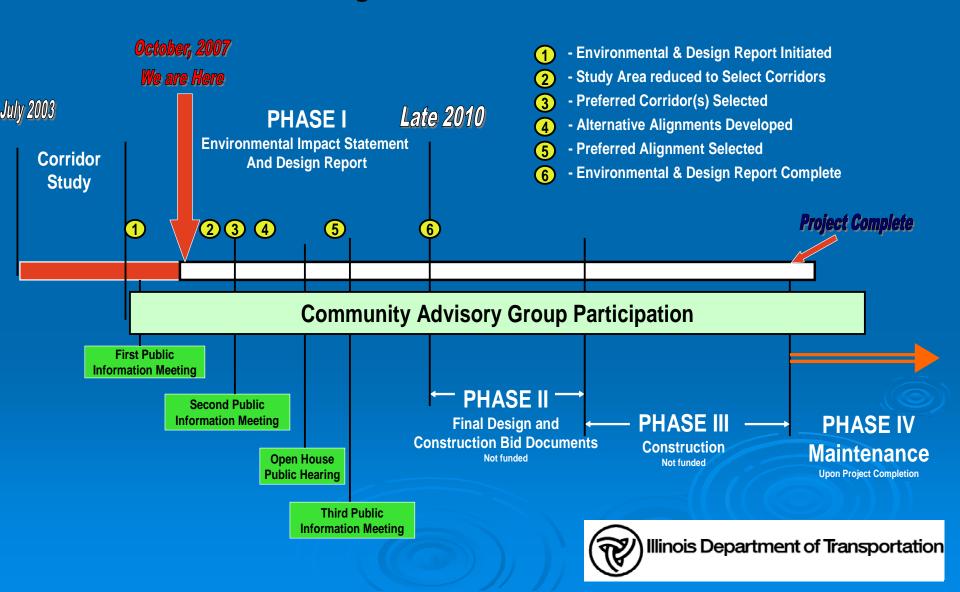
Wetlands

**Permits** 

Visual Quality



## **Project Timeline**



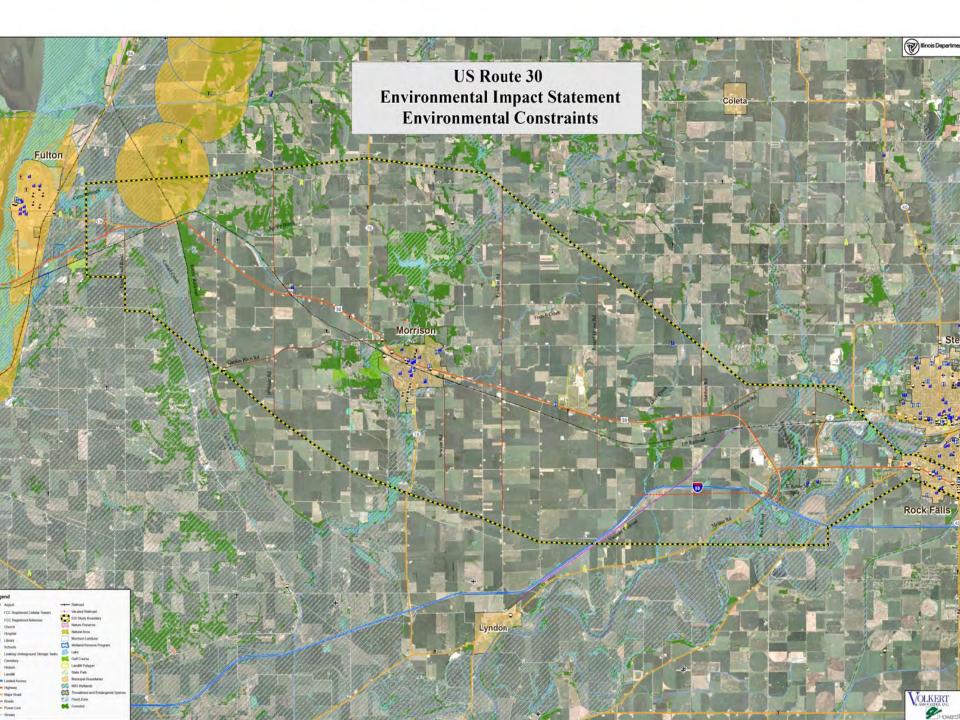
# PUBLIC INVOLVEMENT CONTEXT SENSITIVE SOLUTIONS PROJECT STUDY GROUP'S ROLE

- Identify Stakeholders and assure representation of all entities in the Public Involvement process.
- Utilize the problem statement developed by the Community Advisory Group to develop the Project Purpose and Need Statement.
- Utilize the information gained by the Community Advisory Group along with Environmental and Engineering Data to guide the project decisions.

## COMMUNITY ADVISORY GROUP'S ROLE

- Identify criteria that reflect the ideas and interests of the community (e.g. safety, agriculture).
- Develop a problem statement.
- Participate in exercises to visualize and suggest engineering and aesthetic concepts for enhancing the project.
- Provide ideas and information to be directly used in the development of project documents, the study bands, corridors and alignments of potential improvement.





## **CAG & PSG MEETINGS**

## **DEVELOPMENT OF CORRIDORS**

- □ Provided CAG with engineering & environmental criteria in order to develop corridor alternatives
- CAG developed corridor alternatives on blank maps
- □PSG will take these corridors and refine based on a Corridor Alternatives Screening Analysis, which includes Critical Flaw Screen & Environmental & Engineering Criteria Screen



## STAKEHOLDER BRIEFINGS

- We have met with several groups thus far including US 30 Coalition, Several Legislators, County and Township Personnel, Business Owners, the State Park and City Councils.
- Input Important to Identify Community Concerns
- We will continue to update stakeholders throughout the length of the project



## **Key Issues from Meetings**

- Land Acquisition
- Bypass or No Bypass in Morrison
- Project Funding
- Did this backtrack?
- Effects on Businesses



## Other Public Outreach Activities:

- Public Information Meetings
- New Project Web Site
- New Project Hotline 1-866-ROUTE30
- Project Newsletters and Fact Sheets





## THANK YOU FOR YOUR ONGOING SUPPORT!









#### **Stakeholder Meeting Summary**

Wednesday, November 7, 2007 City of Fulton Safety and Public Works Officials Fulton, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

#### **Attendees:**

Chief James Rhodes – Police Department Chief Steve Myers – Fire Department David Clark – Director of Public Works Joseph Michalesen – Fire Department Dan Damhoff – Fire Department

#### **US 30 Project Team Members:**

Dawn Perkins (IDOT)
Gil Janes (HR Green)
Mike Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

#### **Handouts (see attachment):**

Power Point- US 30 Environmental Impact Statement and Phase I Design Report

#### **Meeting Purpose**

Members of the Project Study Group (PSG) met with the City of Fulton Safety, Public Works, and Utility Officials to present an overall project status report that included results from the feasibility study; an outline of the next study phase; and highlights of key issues that have come out of our recent stakeholder meetings such as, safety, access, roadway characteristic, and railroad crossings.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Context Sensitive Solutions (CSS)– PSG Role and CAG Role

- Highlights of Advisory Groups
- Project Study Group (Development of Corridors)
- Results from First Round of Stakeholder Meetings/
- Public Outreach Activities

### **US 30 Team Presentation**

Dawn Perkins opened the meeting by thanking the City for agreeing to meet with the team and for their on-going support; introduced the team and highlighted their roles; and highlighted the EIS/CSS process.

Gil Janes and Mike Walton presented the power point presentation. Shelia Hudson closed the meeting by thanking the officials for their time and on-going efforts to support the project.

### **Comments/ Issues/ Questions**

### **Comments:**

Chief Rhodes stated that at the moment there were no immediate concerns about the project. His concern will come after an alignment has been identified and if its location is proximity to their jurisdiction. If so, construction scheduling and access for his officer/fireman to respond to emergency calls will be VERY important.

Gil/Mike explained one of the important requirements for Context Sensitive Solutions (CSS) is that the process for engaging key stakeholders in the project does not stop after the EIS study is complete; it continues through the construction and maintenance phases of the project. With that being said, please note the CAG and TAG groups will be involved through the life time of the potential new roadway.

Dawn added that the department will also look at staging the project if/when that time comes.

#### **Questions:**

Q- Don Clark asked if the team had any ideas about handling the railroad crossings along the corridor?

A- Gil responded that the team was investigating many alternatives at this time. We will try to avoid the railroad whenever possible, but when we do have to cross, it will most likely be via an overpass because of clearance and drainage issues.

- Q- Don Clark wanted to know how will the consultant team handle the traffic on 84? Chief Rhodes added his concern would be the wide loads that pass through on 84. On average they may have 200 wide loads crossing the bridges in a year.
- A- Mike mentioned we are starting to investigate the traffic data or ADT along the corridor. He went on to explain the ADT data would be considered when making a recommendation.
- Q- Chief Rhodes wanted to know if there was going to be a new bridge built at 136 and 84?
- A- Gil responded by stating that new bridges are not in this project's scope of work. In another study performed by HR Green, it was determined that a four lane bridge would not be needed for another 20 years.



# US 30 PRESENTATION City of Fulton Safety and Public Works

Fire Department Headquarters Fulton, IL

Wednesday, November 7th, 2007





## US 30 Project

This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.



## The US 30 Corridor Feasibility Study determined there was a need to:

- Improve Regional Mobility
- Accommodate Land Use Planning Goals
- Address Local System Deficiencies and Safety

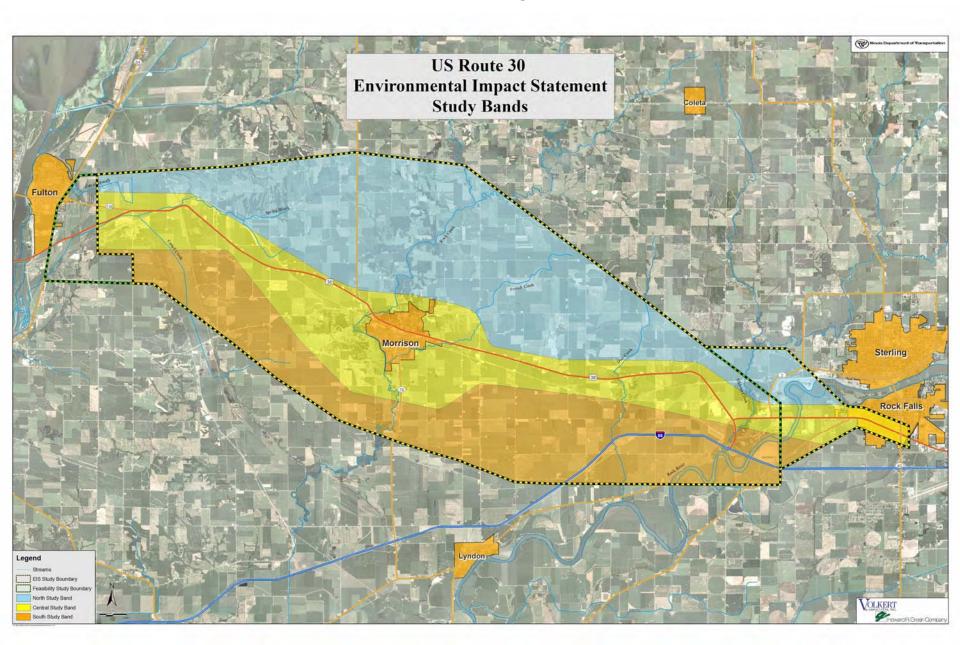


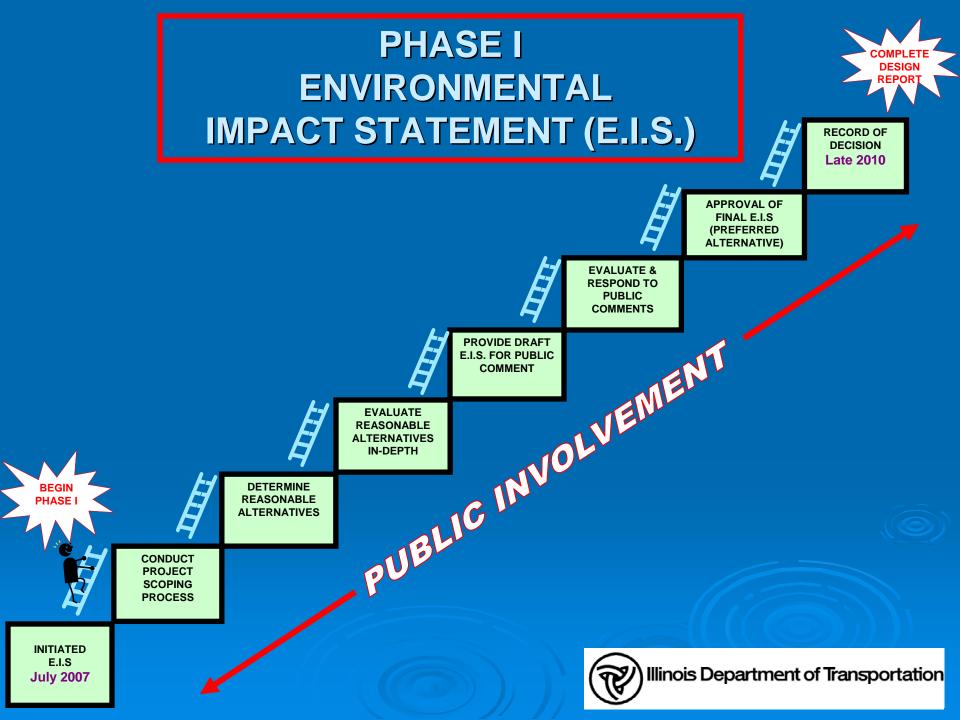
## NEXT STEP ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT

Using Context Sensitive Solutions
Process

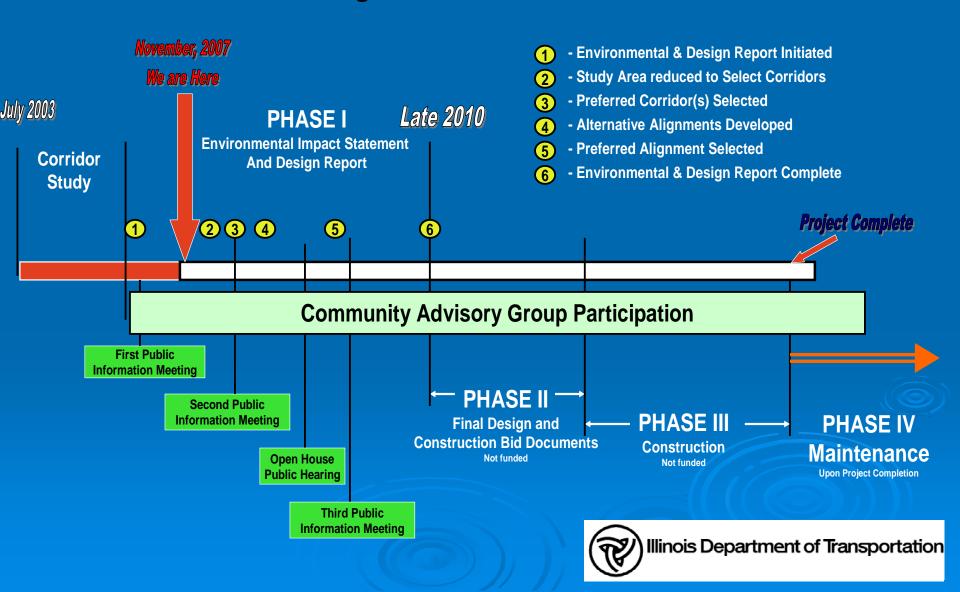


## **US 30 Study Bands**





## **Project Timeline**



## PUBLIC INVOLVEMENT CONTEXT SENSITIVE SOLUTIONS

- STAKEHOLDERS
- •COOPERATING AND PARTICIPATING AGENCIES
  - PROJECT STUDY GROUP
  - COMMUNITY ADVISORY GROUP
  - •TECHNICAL ADVISORY GROUPS

## PROJECT GROUP MEETINGS

## **DEVELOPMENT OF CORRIDORS**

- □ Provided CAG with engineering & environmental criteria in order to develop corridor alternatives
- ☐ CAG developed corridor alternatives on blank maps
- □ PSG will take these corridors and refine based on a Corridor Alternatives Screening Analysis, which includes Critical Flaw Screen & Environmental & Engineering Criteria Screen
- ☐ TAGs will be formed to provide expert advise on technical issues identified as the project proceeds

## STAKEHOLDER BRIEFINGS

- We have met with numerous groups thus far including Several Legislators, County and Township Personnel, State and Federal Agencies, the US 30 Coalition, Business Owners, the Morrison-Rockwood State Park, City Councils throughout the study area and various community organizations.
- Input Important to Identify Community Concerns
- We will continue to update stakeholders throughout the length of the project



## **Key Issues from Meetings**

- Land Acquisition
- Bypass or No Bypass in Morrison
- Project Funding
- Did this backtrack?
- Effects on Businesses

## Other Public Outreach Activities:

- Public Information Meetings
- New Project Web Site
- New Project Hotline 1-866-ROUTE30
- Project Newsletters and Fact Sheets





## THANK YOU FOR YOUR ONGOING SUPPORT!









## **Stakeholder Meeting Summary**

Thursday, November 8, 2007 City of Rock Falls Safety and Public Works Officials Rock Falls, Illinois

**Project:** 

FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

## **Attendees:**

David Blanton – Mayor (CAG Member)
Richard Downey – City Manager
Mike Kurller -Police Commander
Beto Perez – Chief of Police
Mark Searing – Building Department
Ed Cox – Sewer Department
Jim White – Street Department
J.W. Larson – Fire Department
Paul Jahumczak – Electric
Bob Gasper – City Engineer
Ted Padilla – City of Rock Falls

## **Project Study Group:**

Dawn Perkins (IDOT)
Rebecca Marruffo (IDOT)
Jon Estrem (HR Green)
Mike Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

## **Handouts** (see attachment):

Power Point- US 30 Environmental Impact Statement and Phase I Design Report

## **Meeting Purpose**

Members of the Project Study Group (PSG) met with the City of Rock Falls Safety, Public Works, and Utility Officials to present an overall project status report that included results from the feasibility study; an outline of the next study phase; and highlights of key issues that have come out of our recent stakeholder meetings such as, safety, access, roadway characteristic, and railroad crossings.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Context Sensitive Solutions (CSS)

   PSG Role and CAG Role
- Highlights of Advisory Groups
- Project Study Group (Development of Corridors)
- Results from First Round of Stakeholder Meetings/
- Public Outreach Activities

## **Study Team Presentation**

Rebecca Marruffo opened the meeting by thanking the City for agreeing to meet with the team and for their on-going support; introduced the team and highlighted their roles; and highlighted the EIS/CSS process.

Jon Estrem and Mike Walton presented the power point presentation. Shelia Hudson closed the meeting by thanking the officials for their time and on-going efforts to support the project.

## **Comments/ Issues/ Questions**

## Comment:

Mayor Blanton shared with the team the City's plan to build a new sewer plant. He went on to say accessibility in and out of the industrial park is a concern of the City's. Mayor Blanton went on to say he realizes the project may be built before the new roadway system so for now should his staff be concerned about the future planning of the project? Both Rebecca and Jon suggested they continue with their plans to build the plant and industrial park. At the point when the project reaches a milestone of identifying a potential roadway that will be the critical time for his staff's input. Jon went on to express the importance of the City's staff / PE working in coordination with IDOT staff now regarding permits, ROW, and utilities needs.

Shelia stressed the role of TAG, and why the PSG will be forming a Technical Advisory Group (TAG). Mike Walton went on to elaborate more on the role and responsibility of the TAG and why PSG will be reaching out to them for technical assistance.

After the meeting, Jon Estrem and Mike Walton met with Richard Downey and Ed Cox, who presented Jon with a map which highlighted the site plans for the new sewer plant.



(A) Illinois Department of Transportation

## US 30 PRESENTATION Safety and Public Works City of Rock Falls

City Hall/Admin Building Rock Falls, IL

Thursday, November 8th, 2007





## US 30 Project

improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls. This project proposes 4 lane



Illinois Department of Transportation

## The US 30 Corridor Feasibility Study determined there was a need to:

- Improve Regional Mobility
- Accommodate Land Use Planning Goals
- Address Local System Deficiencies and Safety



Illinois Department of Transportation

## NEXT STEP

# ENVIRONMENTAL IMPACT

## STATEMENT

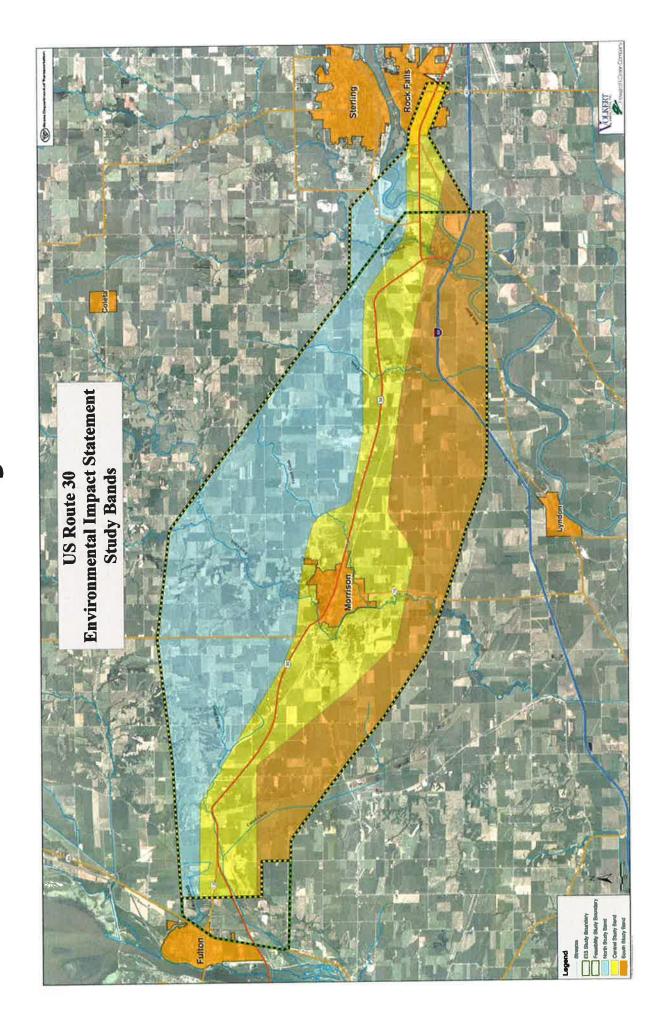
# AND PHASE I DESIGN REPORT

Using Context Sensitive Solutions **Process** 



(Repartment of Transportation

## **US 30 Study Bands**



## IMPACT STATEMENT (E.I.S.) **ENVIRONMENTAL** PHASE



RECORD OF Late 2010 DECISION HILL

(PREFERRED ALTERNATIVE) APPROVAL OF FINAL E.I.S

HILL

RESPOND TO **EVALUATE &** COMMENTS PUBLIC

HILL

TWENT ON THEME

HILL

(Tillinois Department of Transportation

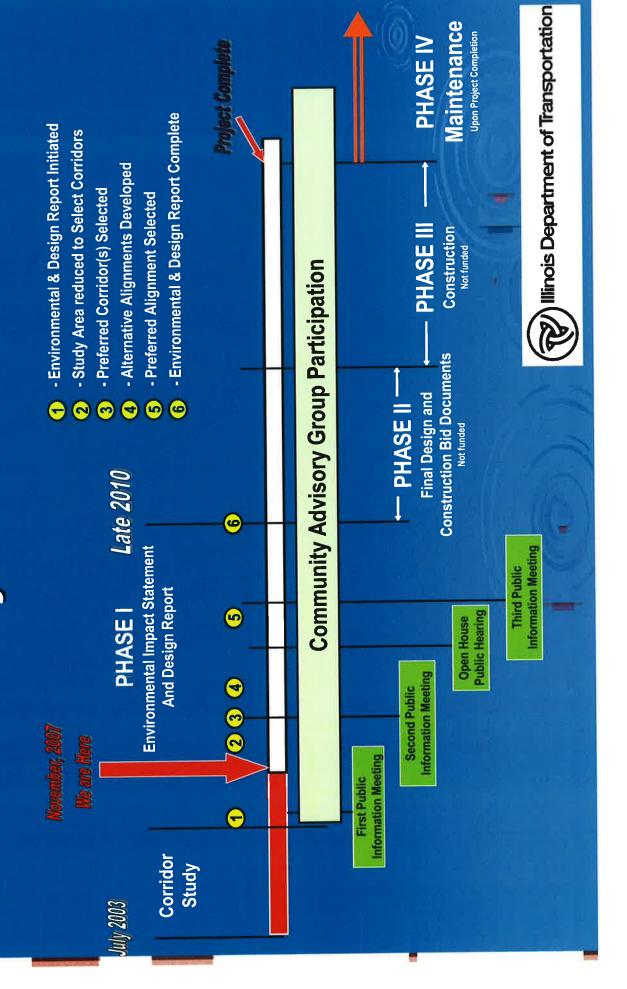
PROJECT SCOPING PROCESS CONDUCT A COL BEGIN PHASE I

**ALTERNATIVES** REASONABLE DETERMINE

HILL

July 2007 INITIATED E.I.S

## **Project Timeline**



## CONTEXT SENSITIVE SOLUTIONS PUBLIC INVOLVEMENT

- ·STAKEHOLDERS
- PARTICIPATING AGENCIES COOPERATING AND
- •PROJECT STUDY GROUP
- **COMMUNITY ADVISORY GROUP**
- TECHNICAL ADVISORY GROUPS

# PROJECT GROUP MEETINGS

## DEVELOPMENT OF CORRIDORS

- Provided CAG with engineering & environmental criteria in order to develop corridor alternatives
  - CAG developed corridor alternatives on blank maps
- Corridor Alternatives Screening Analysis, which includes Critical Flaw Screen & Environmental & Engineering PSG will take these corridors and refine based on a Criteria Screen
- TAGs will be formed to provide expert advise on technical issues identified as the project proceeds

# STAKEHOLDER BRIEFINGS

- We have met with numerous groups thus far including Several Legislators, County and Township Personnel, State and Federal Agencies, the US 30 Coalition, Business Owners, the Morrison-Rockwood State Park, City Councils throughout the study area and various community organizations.
- Input Important to Identify Community Concerns
- We will continue to update stakeholders throughout the length of the project



# Key Issues from Meetings

- Land Acquisition
- Bypass or No Bypass in Morrison
- Project Funding
- Did this backtrack?
- Effects on Businesses

## Other Public Outreach Activities:

- Public Information Meetings
- New Project Web Site
- New Project Hotline 1-866-ROUTE30
- Project Newsletters and Fact Sheets





| Illinois Department of Transportation

# THANK YOU FOR YOUR ONGOING SUPPORT!









## **Stakeholder Meeting Summary**

Thursday, November 29, 2007 City of Morrison Safety and Public Works Officials Morrison, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

## **Attendees:**

Tim Long (City Administrator)
Chief Ernie Ewing (Police Department)
Gary Tresenriter (Superintendent of Public Services)

## **US 30 Project Team Members:**

Dawn Perkins (IDOT) Jon Estrem (HR Green) Mike Walton (Volkert) Shelia A. Hudson (Hudson and Associates, LLC)

## **Handouts** (see attachment):

Power Point- US 30 Environmental Impact Statement and Phase I Design Report

## **Meeting Purpose**

Members of the US 30 Project Team met with the City of Morrison's Administrator, Police Chief and Superintendent of Public Services to present an overall project status report that included progress to date; an outline of the next study phase; highlights of the CAG meeting and key issues expressed during the first round of stakeholder meetings.

The following information was presented:

- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Context Sensitive Solutions (CSS)– PSG Role and CAG Role
- Highlights of Advisory Groups
- Project Study Group (Development of Corridors)
- Results from First Round of Stakeholder Meetings/
- Public Outreach Activities

## **US 30 Team Presentation**

Dawn Perkins opened the meeting by thanking the City for agreeing to meet with the team and for their on-going support; introduced the consultant team; and highlighted the EIS/CSS process.

Jon Estrem and Mike Walton gave a US 30 power point presentation and asked the group to share with the team any comprehensive planning efforts the City is considering. Shelia Hudson later closed the meeting by thanking the officials again for their time and on-going commitment to support the project.

## **Comments/ Issues/ Questions**

## **Comment:**

Tim Long expressed that the City had several areas of interest as it relates to the US 30 project, they are as follows:

- 1) The City's Comprehensive Plan targets the north end of the City for residential development. The concern is by the time the highway is built there could be major impacts to communities that may oppose the project, especially if it's a 4-lane highway.
- 2) The City is conducting an Overpass Study to determine if it's feasible to build an over/underpass at Sawyer Road near the railroad track to handle the delay time when the trains stop traffic. The City questions whether building an over/underpass is necessary if the State is going to build a new highway system. Another related issue is the City's desire to provide connectivity to the over/underpass either through IL 78 or directly to US 30.
- 3) The City is planning to build a new Public Works Building and Water System, therefore access to both facilities will be critical.
- 4) The City desires a US 30 bypass that is located as close to the City as possible.

Jon requested a copy of the City's comprehensive plan. He went on to express the importance of involving the consultant team during the early phases of the City's planning and future planning throughout the entire EIS/CSS process. Jon then recaptured the purpose of CAG's second exercise in which CAG members were required to identify potential corridors on a map. He did state according to his recollection only one alignment was identified north of the City. Jon also stated that in his opinion there would be value for an over/underpass even if a US 30 bypass is constructed. It would alleviate the traffic delays caused by the railroads.

Dawn reiterated that the PSG is considering all options. She went on to say that the study is in the early stages and that funding will be a critical factor in Phase II and Phase III construction.

## **Questions:**

- **Q-** Tim Long asked will the team look at 30 being close to town? Or will you look further east? **A-** Dawn responded all options are on the table.
- **Q-** Chief Ewing asked whether the change to US 30 will require close enough to the City that reduced speed limits through Morrison.
- **A-** Mike explained there are engineering and safety concerns associated with lowering the speed limit for a new facility. While all options are possible, it is more likely that the team will attempt to maintain consistent speed zones throughout the corridor alignment.

Continued- Stakeholder Meeting Summary

**Q-** Tim asked when will the team begin selecting TAG members; and how many members are you selecting to serve?

**A-** Shelia explained that the PSG has a process for identifying TAG members based on the need and skilled expertise. The PSG will have the final say. Timing will depend on when the need is identified.

**Q-** Chief Ewing asked if the facility will be a divided highway?

**A-** Mike stated the team will look at a four lane facility if traffic and safety needs warrant additional capacity. However, this would be an expressway type of design rather than an interstate, so access would be via a combination of driveways, intersections and interchanges. Much of this will be dependent on future traffic needs.

## **Action Items:**

Tim Long (City Administrator) provided several team members with a copy of the City's map that identified all proposed capital projects in the area.



## US 30 PRESENTATION City of Morrison Safety Officials

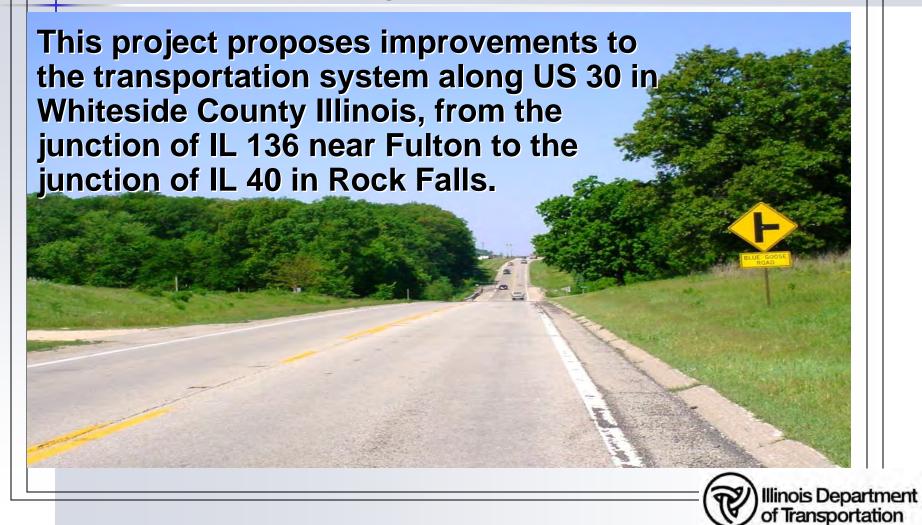
City Hall Morrison, IL

Thursday, November 29th, 2007



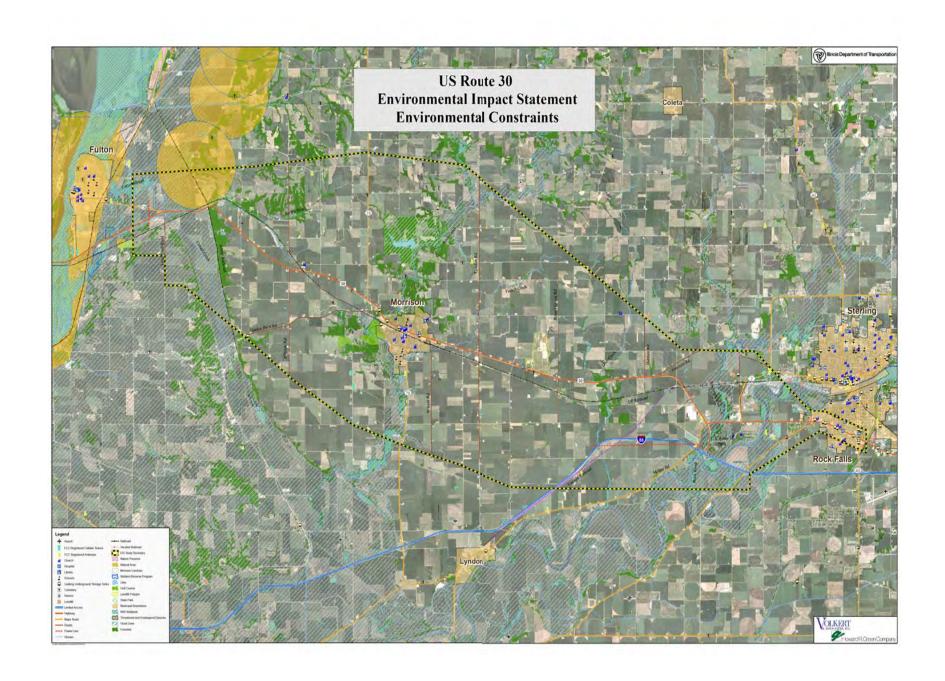


## US 30 Project









## **PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)**







**EVALUATE &** RESPOND TO **PUBLIC COMMENTS** 

PUBLIC INVOLVEMENT

BEGIN PHASE I

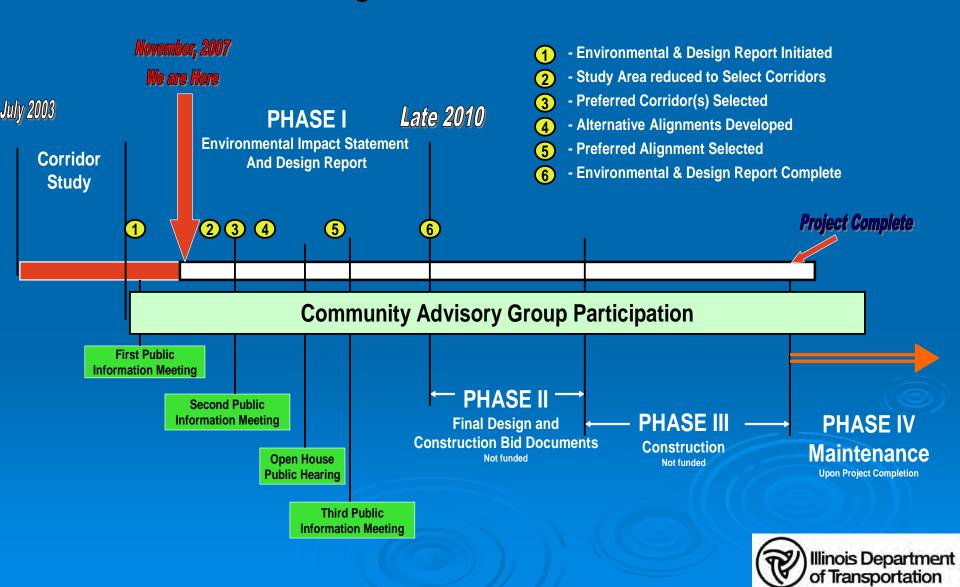
**DETERMINE REASONABLE ALTERNATIVES** 

CONDUCT **PROJECT SCOPING PROCESS** 

INITIATED E.I.S **July 2007** 



## **Project Timeline**



# Context Sensitive Solutions (CSS)

- Stakeholders
- Cooperating & Participating Agencies
- Project Study Group (PSG)
- Community Advisory Group (CAG)
- Technical Advisory Group (TAG)





## STAKEHOLDER BRIEFINGS

- We have met with numerous groups thus far including Several Legislators, County and Township Personnel, State and Federal Agencies, the US 30 Coalition, Business Owners, the Morrison-Rockwood State Park, City Councils throughout the study area and various community organizations.
- Input Important to Identify Community Concerns
- We will continue to update stakeholders throughout the length of the project



## 1<sup>st</sup> CAG Meeting September 12, 2007

## Key Issues Identified by CAG:

- Economic Development
- Property Loss
- Safety
- Access
- Agriculture





## 2<sup>nd</sup> CAG Meeting October 17, 2007



### PROBLEM STATMENT

The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing traffic volume and congestion which overloads the area-wide traffic system, compromises safety, mobility and reduces the quality of life of the adjacent communities. There is a need for improved economic development and accessibility to the region while preserving agricultural and environmentally significant areas.



## 2<sup>nd</sup> CAG Meeting....

### DEVELOPMENT OF CORRIDOR ALTERNATIVES

- □ Provided CAG with engineering & environmental criteria in order to develop corridor alternatives
- □CAG developed corridor alternatives on blank maps
- □PSG will take these corridor alternatives and refine based on a Corridor Alternatives Screening Analysis, which includes Critical Flaw Screen & Environmental & Engineering Criteria Screen
- ☐ TAGs will be formed to provide expert advise on technical issues identified as the project proceeds



## **NEXT STEPS**

- Meet with the PSG to go through and discuss each corridor alternative produced by the CAG.
- Put each corridor alternative through a screen analysis in order to begin to narrowing the alternatives.
- The screen analysis will consist of environmental survey information, engineering criteria, and critical flaws.



### Other Public Outreach Activities:

Public Information Meetings



- Project Web Site <a href="http://www.dot.state.il.us/us30/index1.html">http://www.dot.state.il.us/us30/index1.html</a>
- Project Hotline 1-866-ROUTE30
- Project Newsletters







# THANK YOU FOR YOUR ONGOING SUPPORT!









#### **Stakeholder Meeting Summary**

Wednesday, January 21, 2009 Whiteside County Highway Department

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

#### **Attendees:**

Harlan J. Vegter (Union Grove Township) Arnold Vegter (Union Grove Township) David Dykstra (Mount Pleasant Township) Arlyn Folkers (Hopkins Township)

John Bauscher (Whiteside County Highway Department)

#### **Project Study Group:**

Dawn Perkins (IDOT) Rebecca Marruffo (IDOT) Jon Estrem (HR Green) Victor Modeer (Volkert)

#### **Handouts** (see attachment):

Power Point- US 30 Fulton to Rock Falls, Illinois Project Update

#### **Meeting Purpose**

Members of the US 30 Project study team met at the Whiteside County Highway Department to present a project update.

The presentation included a summary of the project update:

- Project Initiation & Public Informational Open House June 2007
- Project Study Group (PSG) made up of State and Federal Agencies was formed
- Community Advisory Group (CAG) was formed to represent the community interests
- Environmental Studies begun
- Survey Work initiated
- Roadway Corridors Developed by CAG
- Project Purpose and Need (P&N) approved
- Corridors analyzed using P&N, Engineering & Environmental Issues
- Corridors identified to focus Study of Alignments

Listed below is an outline of the power point presentation:

- Development of the Corridors by the Community Advisory Group
- Screening Process
- Summary of CAG Input & Recommendations
- Project Timeline
- Next Steps

#### **Study Team Presentation**

Rebecca Marruffo opened the meeting by introducing the US 30 study team and thanking everyone for agreeing to meet with the team. She stated the purpose of the meeting was to update the Whiteside County Highway Department on the project status before the upcoming public information open house.

Victor Modeer presented an overview of the project update and a summary of the CAG meetings. Jon Estrem reviewed the screening process and methods used to obtain the current corridors that will be studied further.

The study team closed the meeting by thanking everyone again for their time and ongoing commitment to support the project.

#### **Comments/ Issues/ Questions**

#### **Comments:**

The commissioners requested that the northern corridor not be studied further.

Jon Estrem responded that the northern corridor must remain a part of the study for the sake of completeness and because the environmental resources have not yet been fully identified for that area.

Bypasses seem to kill towns.

This depends on the circumstances. One can find examples where the bypass has been beneficial to a community. The bypass can make it possible to develop areas that otherwise would not have that opportunity. Dewitt, Iowa is a good example of a community that was not hurt by the bypass.

Must keep the bypass close to town.

It was agreed that proximity of a bypass to a community will have an effect on the resulting impacts.

#### **Questions:**

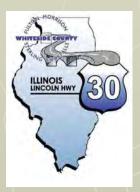
Q: Currently the underpass has 3' of water during heavy rains. Would a RR overpass or underpass be designed on the west side?

A: The design is still under consideration and depends on final alignment.

- Q: How much ROW will be needed?
- A: If the design is a 4 lane, the right-of-way width will be 200' to 250'. However, it is still to be determined how many lanes will be required to meet the projected traffic needs.
- Q: When would construction begin?
- A: Timing for final design, land acquisition & construction are all dependent on availability of funding. It is likely that the project will be constructed in phases since the overall project may be deemed too costly to build as a single construction project. As a part of the study, segments of independent utility will be identified.
- Q: The feasibility study said one thing regarding what corridors were viable. Why did we come in and start over?
- A: The purpose of the feasibility study was to determine whether a need existed and if so, could the need be addressed? That study accomplished those things. However, it does not take the place of an Environmental Impact Statement. Federal guidelines require an EIS which involves several steps that are currently being followed.
- Q: Will US 30 be closed when it is built?
- A: The concept of segments of independent utility was explained again. In addition, it was explained that decisions have not been made regarding specific issues such as construction staging.
- Q: What side roads will be closed?
- A: This has not yet been determined. It was suggested that concerns along these lines be submitted in writing to help ensure they are documented as a part of the study.



# U.S. 30 Fulton to Rock Falls, Illinois Project Update



Morrison City Council & Whiteside County Highway Dept.

Wednesday, January 21, 2009





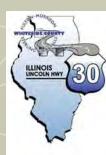
## **Project Update**

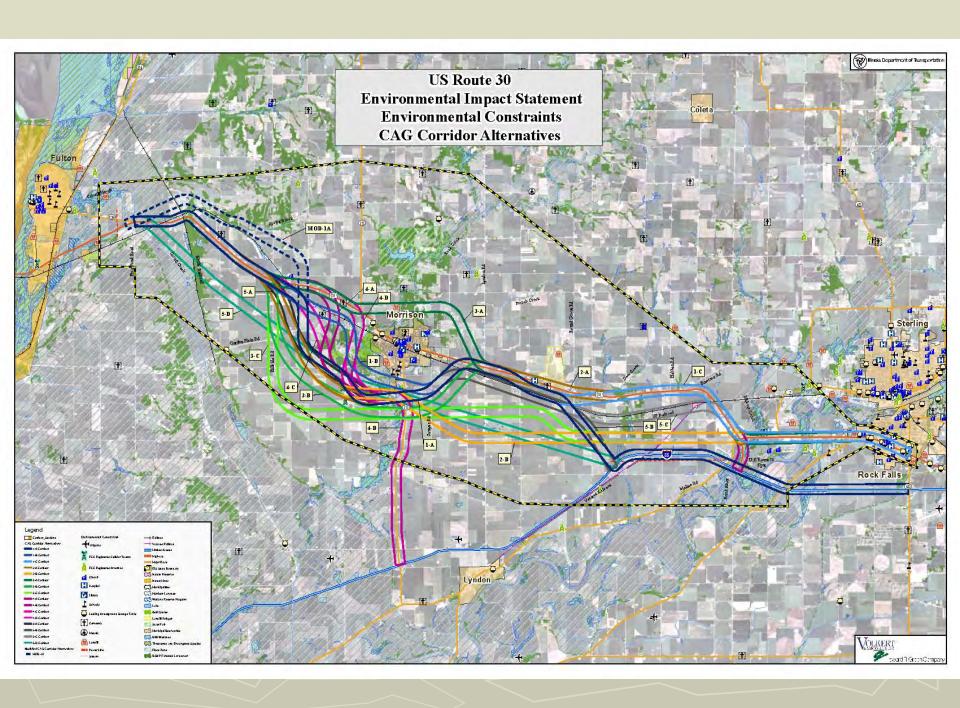
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## Development of the Corridors by the Community Advisory Group (CAG)

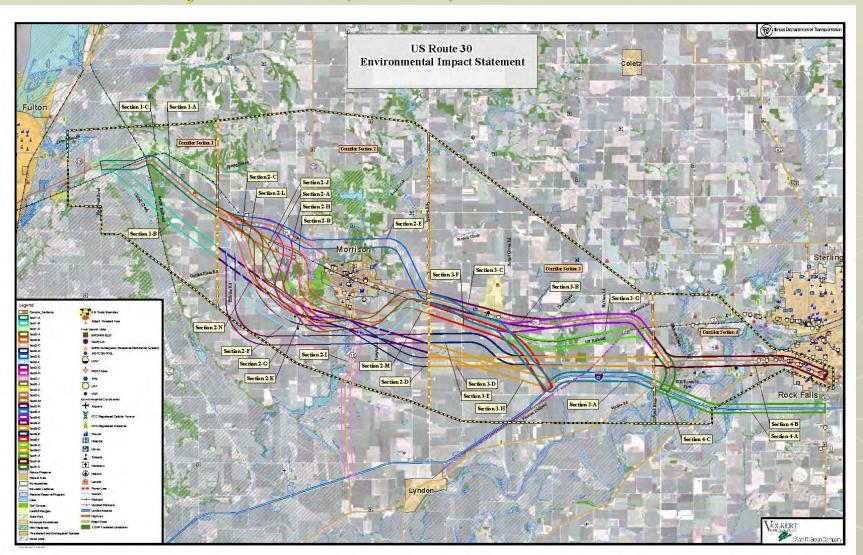






## Screening Process (Result of Steps 1, 2, & 3)

Break Project into sections, Combine, Establish Corridors in each section



## **Screening Process**

(Step 4 – Screen against the Purpose & Need Statement)

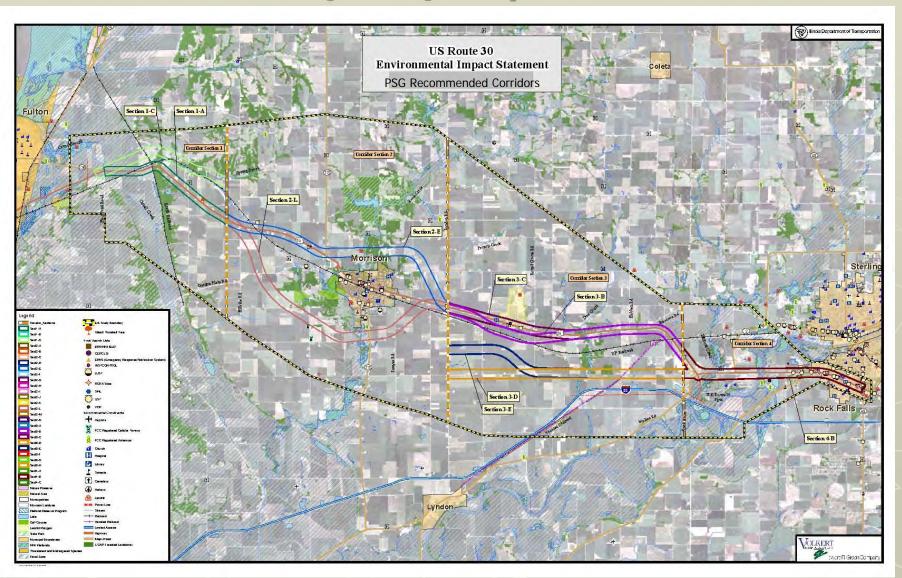
- Reduce Traffic Congestion
- ► Improve Traffic Capacity
- ► Improve Safety
- ► Accommodate Freight
- ► Establish Roadway Continuity



## **Screening Process**

(Result of Steps 5, 6, 7 & 8)

Screen Corridors against Engineering & Environmental factors



# Summary of CAG Input & Recommendations



Section 1 – CAG Consensus : Recommend 1A

Section 2 –CAG Consensus: Recommend 21

Section 3 — No Consensus - 3B & 3C generally accepted

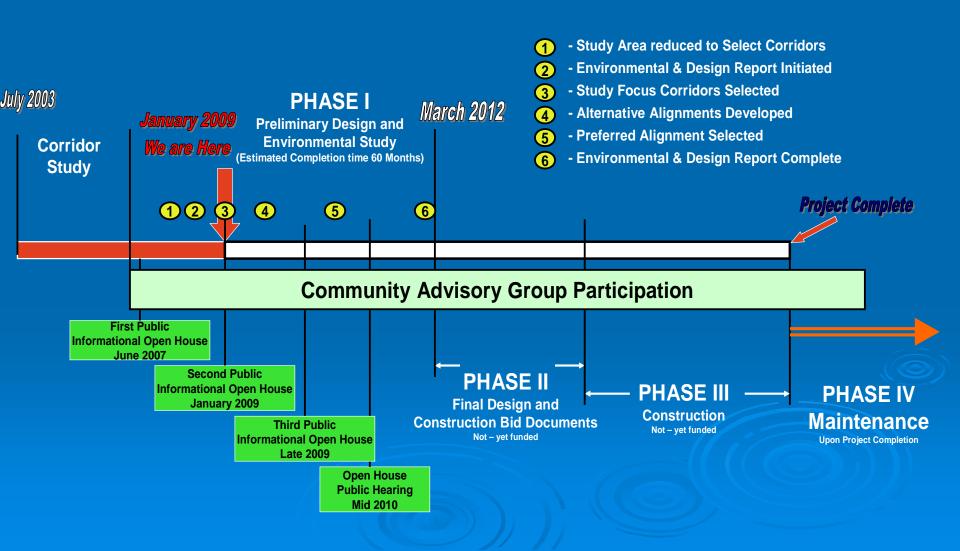
Section 4 – No Consensus - 4B



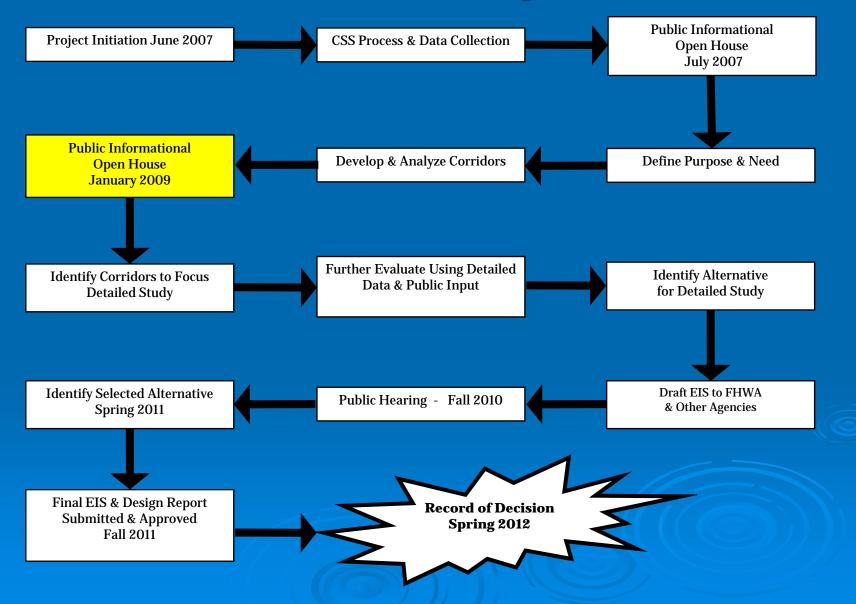
Screening Process
(Result of Steps 9 & 10)

Illinois Department of Transportation **US Route 30 Environmental Impact Statement Final Corridors** Fulton Morrison Sterling Rock Falls Lyndon Legend EIS Study Bound VOLKERT Green - Focus area for alignments Yellow - Additional area for alignment consideration as required for NEPA/404 process

## **Project Timeline**

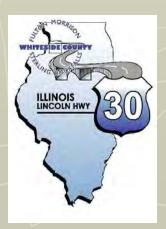


## **Next Steps**





# THANK YOU FOR YOUR CONTINUED SUPPORT











#### **Stakeholder Meeting Summary**

Wednesday, January 21, 2009 City of Morrison City Council Morrison, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

#### **Attendees:**

Melanie Schroeder (City of Morrison-City Clerk)

Roger Drey (City of Morrison-Mayor)

Tim Long (City of Morrison)

Scott Connelly (City of Morrison-Alderman)

Gary Hayenga (City of Morrison-Alderman)

Patricia Zuidema (City of Morrison-Alderman)

Barb Bees (City of Morrison)

Bob Snodgrass (City of Morrison)

Ann Slavin (City of Morrison)

Jim Blakemore (City of Morrison)

Robert Wood (City of Morrison-CEDC)

Tony Graff (City of Morrison-Police Department)

Arlyn Zuidema (Visitor)

#### **Project Study Group:**

Dawn Perkins (IDOT)

Rebecca Marruffo (IDOT)

Jon Estrem (HR Green)

Victor Modeer (Volkert)

#### **Handouts (see attachment):**

Power Point- US 30 Fulton to Rock Falls, Illinois Project Update

#### Meeting Purpose

Members of the US 30 Project study team met with the Morrison City Council to present a project update.

The presentation included a summary of the project update:

- Project Initiation & Public Informational Open House June 2007
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Listed below is an outline of the presentation:

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#### **Study Team Presentation**

Rebecca Marruffo opened the meeting by introducing the US 30 study team and thanking the officials for agreeing to meet with the team. She stated the purpose of the meeting was to update the City of Morrison on the project status before the upcoming public information open house.

Victor Modeer presented an overview of the project update and a summary of the CAG meetings. Jon Estrem reviewed the screening process and methods used to obtain the current corridors that will be studied further.

The study team closed the meeting by thanking the officials again for their time and ongoing commitment to support the project.

#### **Comments/ Issues/ Questions**

#### **Comments:**

The council asked that IDOT consider upgrading IL 78 as a part of this project.

The study team explained that the focus of the project is US 30. While the desire for a connection from a southerly bypass to IL 78 (N) is understandable, it would represent a significant addition to the scope of this project. As such, it may be necessary for it to be addressed by a separate documented study. Rebecca Marruffo stated input relative to IL 78 is important and should be sent to IDOT.

There has been cooperation between Illinois and Iowa on the US 30 project.

#### **Questions:**

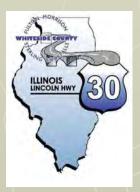
Q: Why is the terminus at IL 40?

A: Rebecca Marruffo responded that a necessary element in projects such as this is the establishment of "logical termini". Typically, when studying a state route the logical termini must be state or US routes. In this case it was deemed necessary to carry the study all the way to IL 40 to meet this requirement even though the need for improvements may not extend into the five-lane section which begins at Prophetstown Road.

- Q: What determined the yellow and green areas on the corridors map?
- A: Green areas scored best in the decision matrix and will therefore be focused upon during upcoming analysis. Yellow areas are the remaining corridors. While the primary focus will be in the green areas, the yellow areas will be retained in case they are needed. This will allow the study team to keep options open for further study.
- Q: What will be built first?
- A: Timing for construction will be dependent on availability of funding. It is likely that the project will be constructed in phases since the overall project may be deemed to costly to build as a single construction project. As a part of the study, segments of independent utility will be identified so that the most important segments can be constructed first. These segments have not been identified at this time. It will not be possible to do so until the preferred alignment is identified.
- Q: What is the best form of communication from the city to the study team regarding likes/dislikes?
- A: Submitting concerns and requests in writing is typically the best. A resolution letter is probably the best form of written communication.



# U.S. 30 Fulton to Rock Falls, Illinois Project Update



Morrison City Council & Whiteside County Highway Dept.

Wednesday, January 21, 2009





## **Project Update**

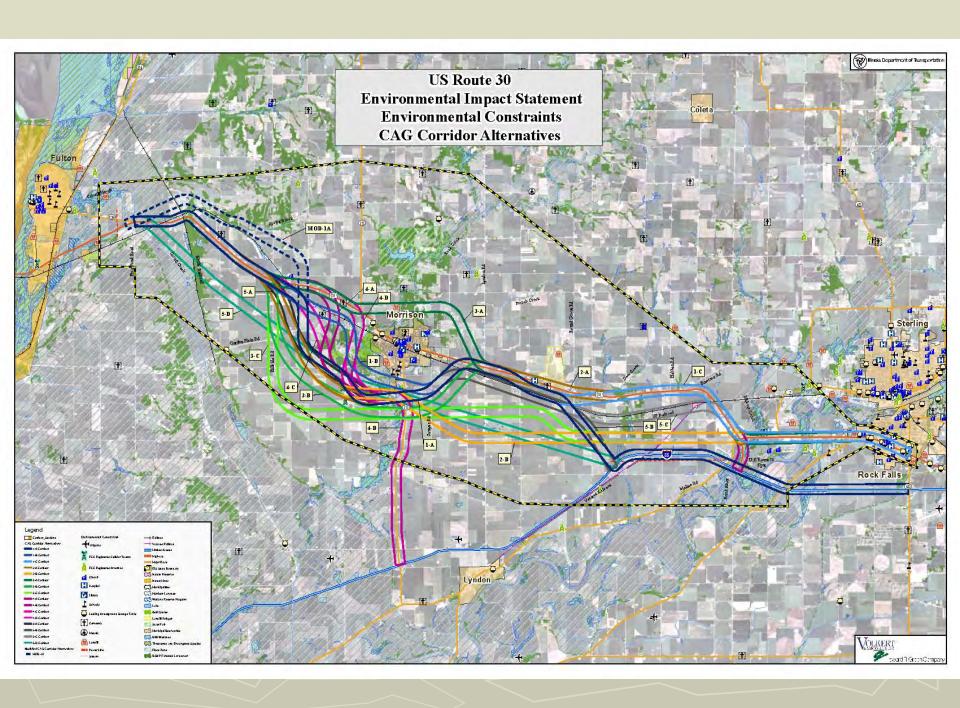
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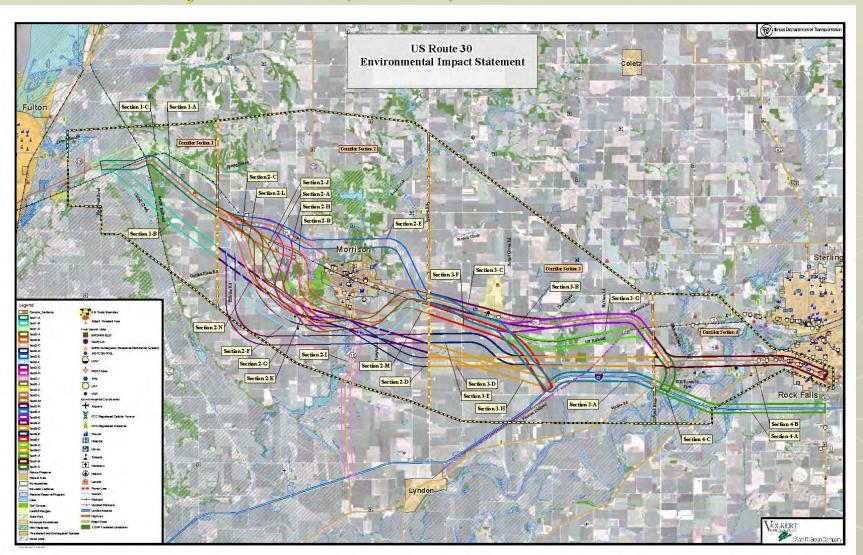






## Screening Process (Result of Steps 1, 2, & 3)

Break Project into sections, Combine, Establish Corridors in each section



## **Screening Process**

(Step 4 – Screen against the Purpose & Need Statement)

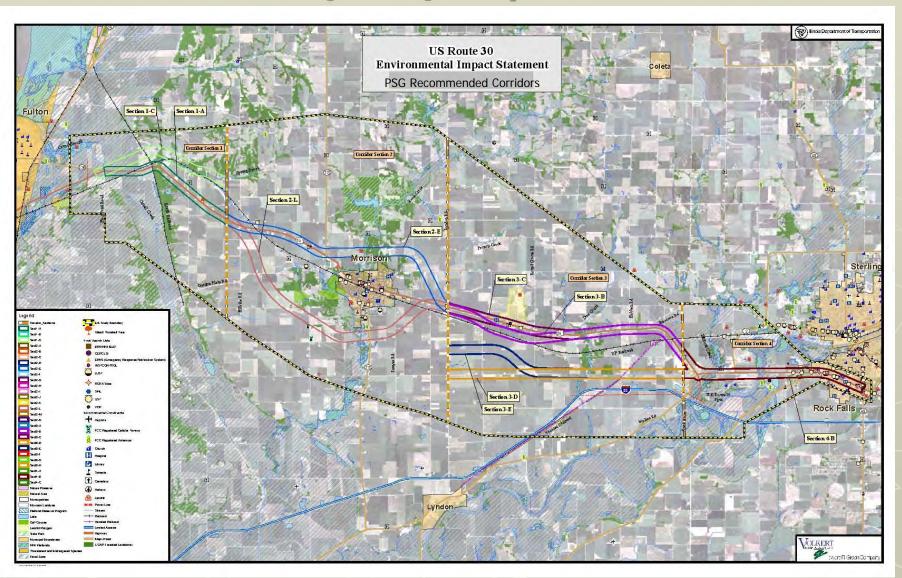
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## **Screening Process**

(Result of Steps 5, 6, 7 & 8)

Screen Corridors against Engineering & Environmental factors



# Summary of CAG Input & Recommendations



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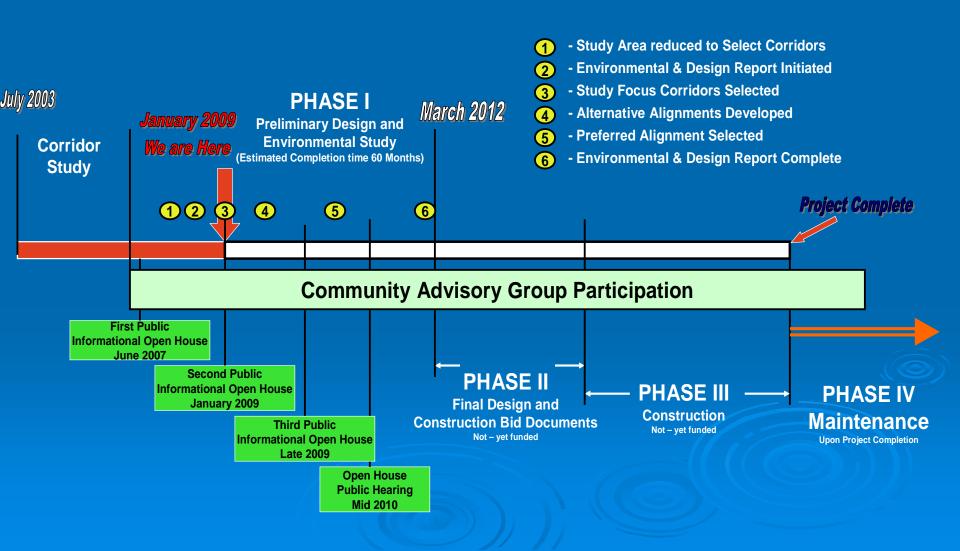
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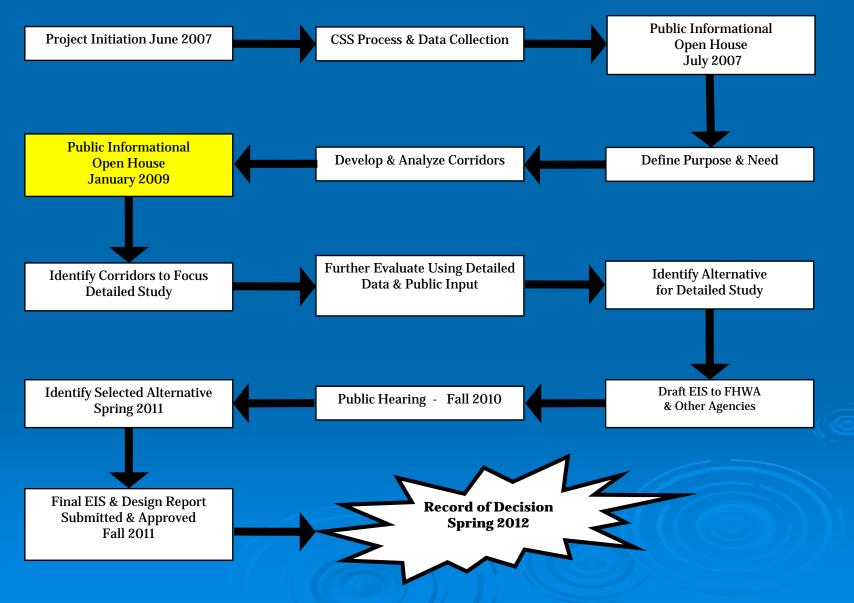
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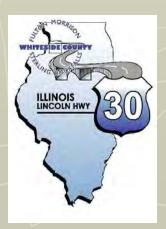


## **Next Steps**





# THANK YOU FOR YOUR CONTINUED SUPPORT











#### **Stakeholder Meeting Summary**

Monday, January 26, 2009 City of Rock Falls City Council Rock Falls, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

#### **Attendees:**

Bob Thurm (City of Rock Falls-Alderman)
Lee Folsom (City of Rock Falls-Alderman)
Mark Vandersnick (City of Rock Falls-Alderman)
David Blanton (City of Morrison-Mayor)
Daehle Reitzel (City of Rock Falls-Alderman)
Brian Snow (City of Rock Falls-Alderman)
Mark Searing (City of Rock Falls)
Richard Downey (City of Rock Falls-City Administrator)
Sylvia Frey (City of Rock Falls-Secretary)

#### **Project Study Group:**

Dawn Perkins (IDOT) Rebecca Marruffo (IDOT) Gil Janes (HR Green)

#### **Handouts** (see attachment):

Power Point- US 30 Fulton to Rock Falls, Illinois Project Update

#### Meeting Purpose

Members of the US 30 Project study team met with the Rock Falls City Council to present a project update.

The presentation included a summary of the project update:

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- Corridors analyzed using P&N, Engineering & Environmental Issues
- Corridors identified to focus Study of Alignments

Listed below is an outline of the presentation:

- Development of the Corridors by the Community Advisory Group
- Screening Process
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#### **Study Team Presentation**

Dawn Perkins opened the meeting by introducing the US 30 study team and thanking the officials for agreeing to meet with the team. She stated the purpose of the meeting was to update the City of Rock Falls City Council on the project status before the upcoming public information open house.

Gil Janes presented an overview of the project update, summary of the CAG meetings, and reviewed the screening process and methods used to obtain the current corridors that will be studied further.

The study team closed the meeting by thanking the officials again for their time and ongoing commitment to support the project.

#### **Comments/ Issues/ Questions**

#### **Questions:**

- Q: What are the existing traffic counts on US 30 between Rock Falls and Morrison as compared to 1<sup>st</sup> Avenue across the bridge in Morrison?
- A: Follow-up to be provided
- Q: What impact will a potential bypass of Morrison have on existing businesses along the present corridor?
- A: Studies in other communities have shown that businesses along the existing corridor continue to draw patrons from the local community, and business expands to the new highway corridor.
- Q: Where would a north bypass be in relation to the historic covered bridge?
- A: The north corridor alternative as it is presently shown is north of the historic covered bridge.
- Q: Have you considered the bike trail and trail system north of Morrison?
- A: Yes. Information about the bike trail system has been provided to the study team.
- Q: What is the typical growth of traffic along the corridor used for planning purposes?
- A: For planning purposes, the background traffic trend line was projected to increase in a linear growth rate of ½ of 1 percent per year over the planning period.
- Q: Will the route north of Morrison reduce the number of railroad crossings?
- A: Yes. This is, in fact, one of the primary advantages of a northerly route.

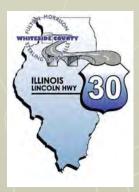
- Q: What is the cost per mile of the proposed roadway?
- A: The cost has not been determined at this point. No decision has been made about whether this will be a 2-lane or 4-lane roadway cross-section. There are too many unknowns to respond with any degree of certainty at this time.
- Q: Is Moline Road to IL 40 still included in the study?
- A: Yes. This portion of the corridor is being evaluated and improvements will be considered consistent with the project purpose and need.
- Q: What would happen to US 30 if the alignment changed?
- A: The existing alignment would remain open and operational and serve as a local access road to farms, businesses and homes in the local area.

#### **Comments:**

- This route is important because of the landfill, future development and the Wal-Mart distribution center.
- At one time, I-88 only had a few cars on it. On some days now it is practically bumper to bumper.



# U.S. 30 Fulton to Rock Falls, Illinois Project Update



**Rock Falls City Council** 

Monday, January 26, 2009





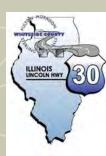
## Project Update

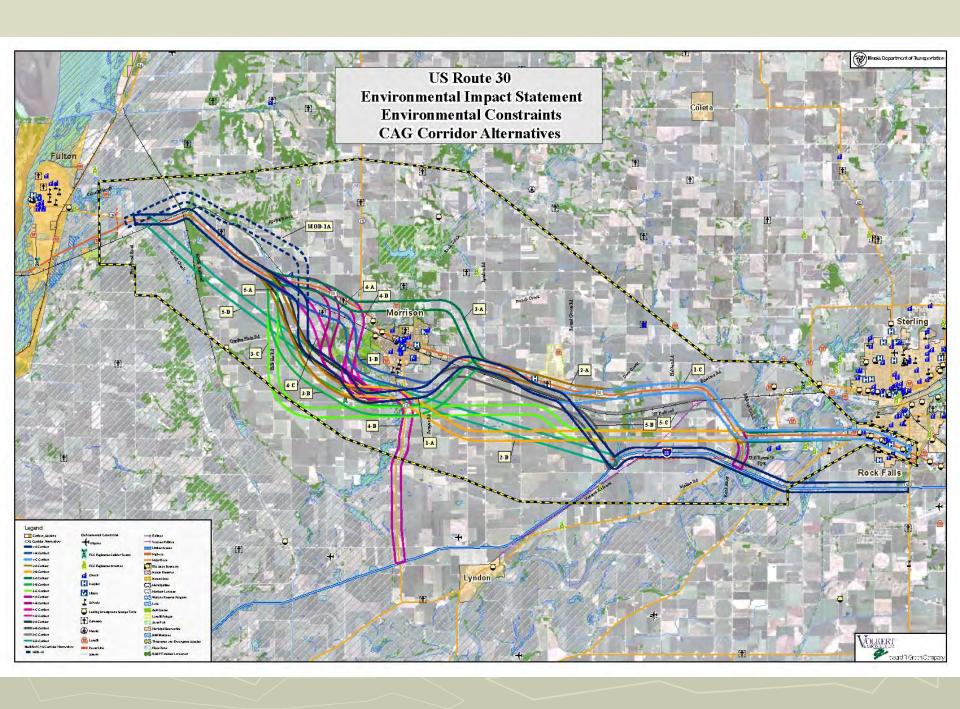
- Project Initiation & Public Open House June 2007
- Project Study Group (PSG) made up of State and Federal Agencies was formed
- Community Advisory Group (CAG) was formed to represent the community interests
- Environmental Studies begun
- Survey Work initiated
- Roadway Corridors Developed by CAG
- Project Purpose and Need(P&N) approved
- Corridors analyzed using P&N, Engineering & Environmental Issues
- Corridors Identified to focus Study of Alignments



## Development of the Corridors by the Community Advisory Group (CAG)

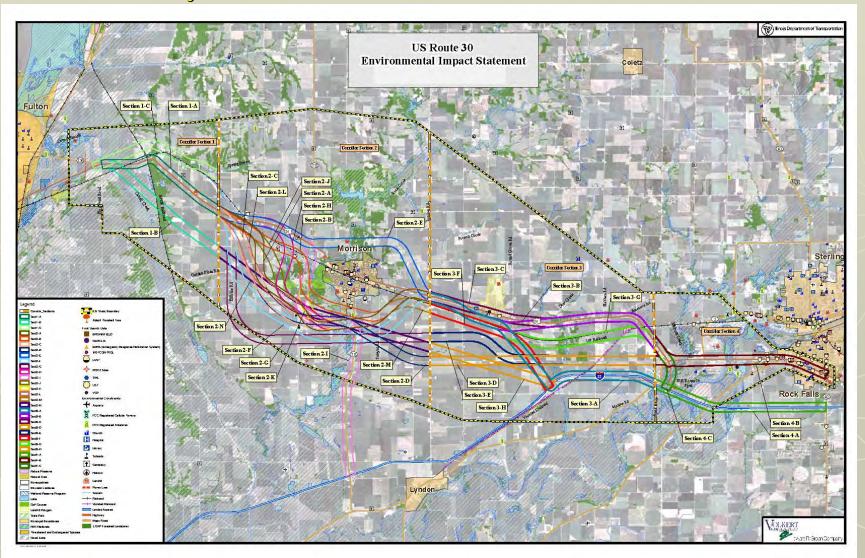






## Screening Process (Result of Steps 1, 2, & 3)

Break Project into sections, Combine, Establish Corridors in each section



## Screening Process

(Step 4 – Screen against the Purpose & Need Statement)

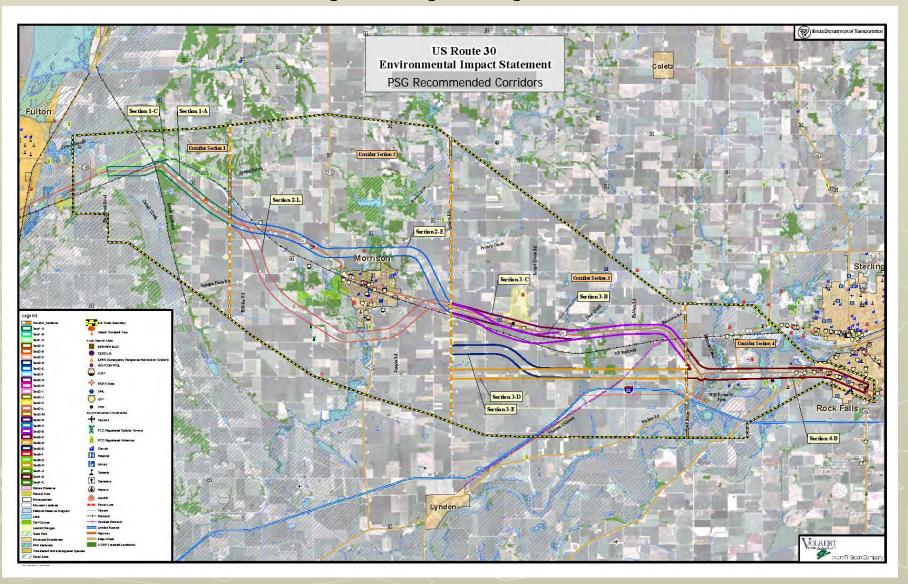
- ► Reduce Traffic Congestion
- ► Improve Traffic Capacity
- ► Improve Safety
- ► Accommodate Freight
- ► Establish Roadway Continuity



## **Screening Process**

(Result of Steps 5, 6, 7 & 8)

Screen Corridors against Engineering & Environmental factors



## Summary of CAG Input & Recommendations



Section 1 – CAG Consensus : Recommend 1A

Section 2 –CAG Consensus: Recommend 21

Section 3 − No Consensus - 3B & 3C generally accepted

Section 4 – No Consensus - 4B

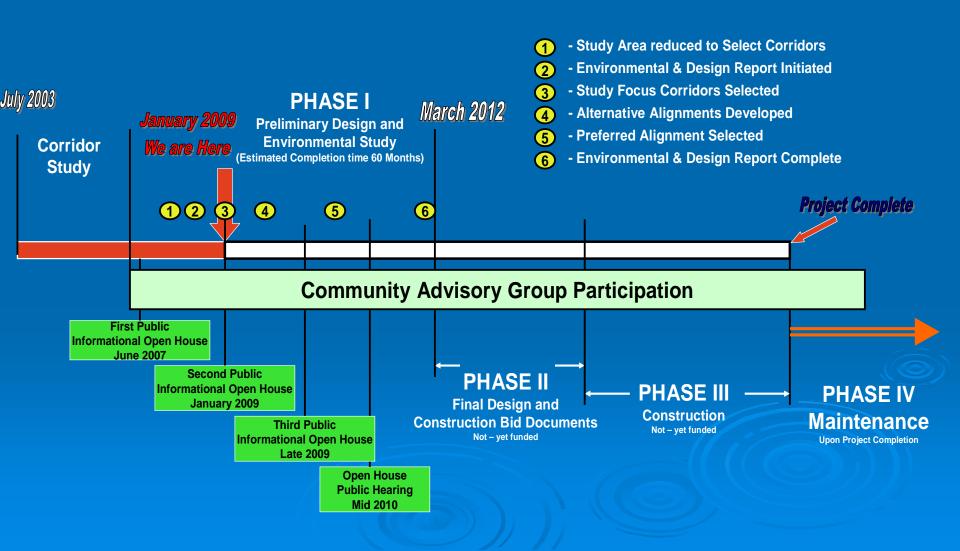


Screening Process
(Result of Steps 9 & 10)

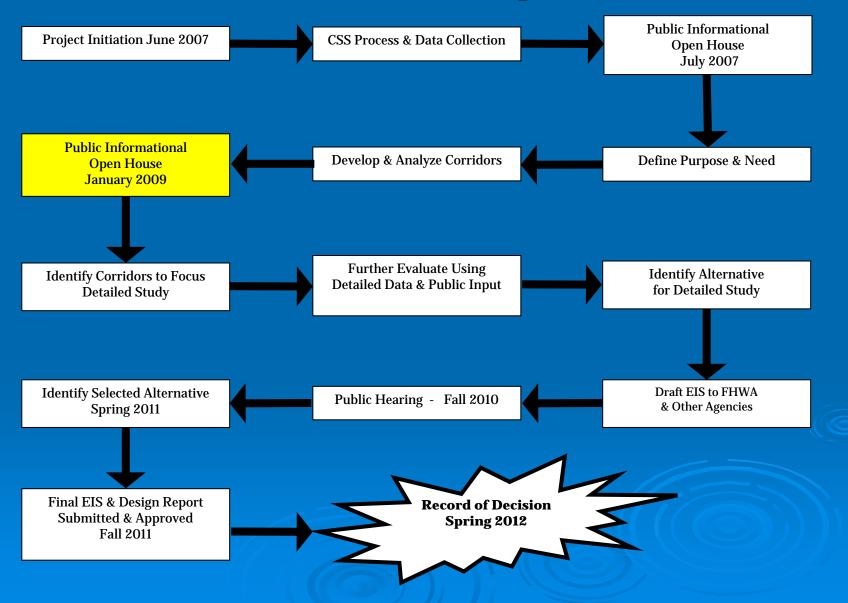
Illinois Department of Transportatio **US Route 30 Environmental Impact Statement Final Corridors** Fulton Morrison Rock Falls Lyndon Legend EIS Study Bounda VOLKERT Green - Focus area for alignments

Yellow - Additional area for alignment consideration as required for NEPA/404 process

## **Project Timeline**

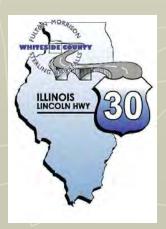


## Next Steps





# THANK YOU FOR YOUR CONTINUED SUPPORT











#### **Stakeholder Meeting Summary**

Monday, February 2, 2009 US 30 Coalition Whiteside County Courthouse

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

#### **Attendees:**

Edith Pfeffer (President) Tom Determann (IIHP) Carolyn Tallett (IIHP)

Bill Abbott (Whiteside County Board)

Dave Rose (IIHP)

Glen Kuhlemier (Blackhawk Hills RC&D)

Tim Long (City of Morrison)

Bud Thompson (Mayor of Prophetstown)

Eric Johnson

Heather Bennett (Fulton Chamber)

Scott Shumard (City of Sterling)

#### **Project Study Group:**

Rebecca Marruffo (IDOT) Jon Estrem (HR Green) Michael Walton (Volkert)

#### **Handouts** (see attachment):

Power Point- US 30 Fulton to Rock Falls, Illinois Project Update

#### **Meeting Purpose**

Members of the US 30 Project study team met with the US 30 Coalition to present a project update.

Listed below is an outline of the presentation:

- Project Update
- Development of the Corridors by the Community Advisory Group
- Screening Process
- Summary of CAG Input & Recommendations
- Project Timeline
- Next Steps

The project update included the following:

- Project Initiation & Public Informational Open House June 2007
- Project Study Group (PSG) made up of State and Federal Agencies was formed

- Community Advisory Group (CAG) was formed to represent the community interests
- Environmental Studies begun
- Survey Work initiated
- Roadway Corridors Developed by CAG
- Project Purpose and Need (P&N) approved
- Corridors analyzed using P&N, Engineering & Environmental Issues
- Corridors identified to focus Study of Alignments

#### **Study Team Presentation**

Becky opened the meeting by introducing the US 30 study team and thanking the group for taking time to meet with the team. She stated the purpose of the meeting was to update the US 30 Coalition on the project status.

Jon Estrem provided an overview of the project update and a summary of the CAG meetings. He also reviewed the screening process and methods used to obtain the current corridors that will be studied further.

#### **Comments/ Issues/ Questions**

During the presentation the group had the following comments and questions.

#### **Comments:**

Eric Johnson stated he does not agree with the Purpose & Need of the project and wants the alignment to connect with I-88 as a project goal. He also wishes to continue to study the yellow area to the south of existing US 30 in Section 3.

Members of the group stated that their preference is the southern corridor around Morrison.

Tom Determann commented on the need to connect IL 78 N to IL 78 S.

Glen Kuhlmeier stated his viewpoint of the need to connect to Rock Falls. He added that the yellow area in Section 3 was not a lead option due to the preference to minimize land acquisition.

#### **Questions:**

- Q: Tom Determann asked if the plan is to build a four-lane? Tom and others strongly voiced their preference for a divided four-lane facility. They added that they do not want a Super 2 highway and have been successful at stopping attempts to construct this highway type in Iowa.
- A: Jon Estrem stated it has not yet been determined if a four-lane roadway is required. The study process requires that we consider various cross-section alternatives, with a four-lane expressway being one of those alternatives. At this time the study team is proceeding on the assumption that proposed facility will be a four-lane expressway. However, this is subject to change dependent on traffic projections, environmental study and warrant determination. It was evident during this discussion that the group was very concerned about the possibility that the roadway would not be four lanes in width. The project team made an effort to explain that the study process must adhere to NEPA requirements in order to move forward, and that this process requires that we keep alternatives such as a "Super 2" on the table at this stage of the study.

- Q: Stimulus funding for this project? If not, the coalition wants the project in the Transportation Bill in 2010.
- A: Becky stated the Stimulus Package will not consider the project because it is not "shovel ready."
- Q: What is the estimated funding need for the final design phase?
- A: Jon answered that it will likely be similar to the cost of the preliminary engineering. As such, the cost is estimated to be approximately \$8 million.

The study team closed the meeting by thanking the group again for their time and on-going commitment to support the project.



# U.S. 30 Fulton to Rock Falls, Illinois Project Update



**US 30 Coalition** 

Monday, February 2, 2009





## **Project Update**

- Project Initiation & Public Open House June 2007
- Project Study Group (PSG) made up of State and Federal Agencies was formed
- Community Advisory Group (CAG) was formed to represent the community interests
- Environmental Studies begun
- Survey Work initiated
- Roadway Corridors Developed by CAG
- Project Purpose and Need(P&N) approved
- Corridors analyzed using P&N, Engineering & Environmental Issues
- Corridors Identified to focus Study of Alignments

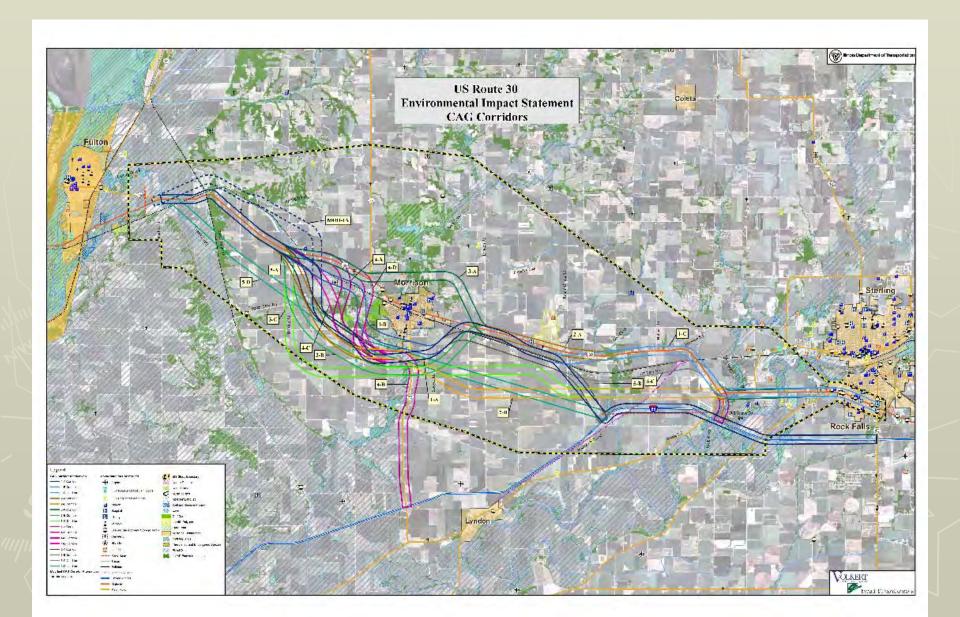


## Development of the Corridors by the Community Advisory Group (CAG)





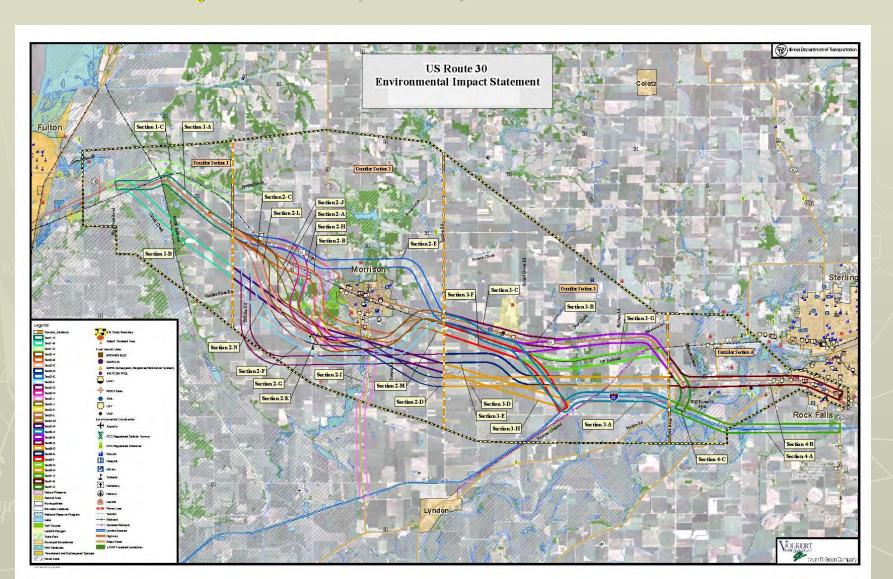
## **CAG Developed Corridors**



## Screening Process

(Result of Steps 1, 2, & 3)

Break Project into sections, Combine, Establish Corridors in each section



### **Screening Process**

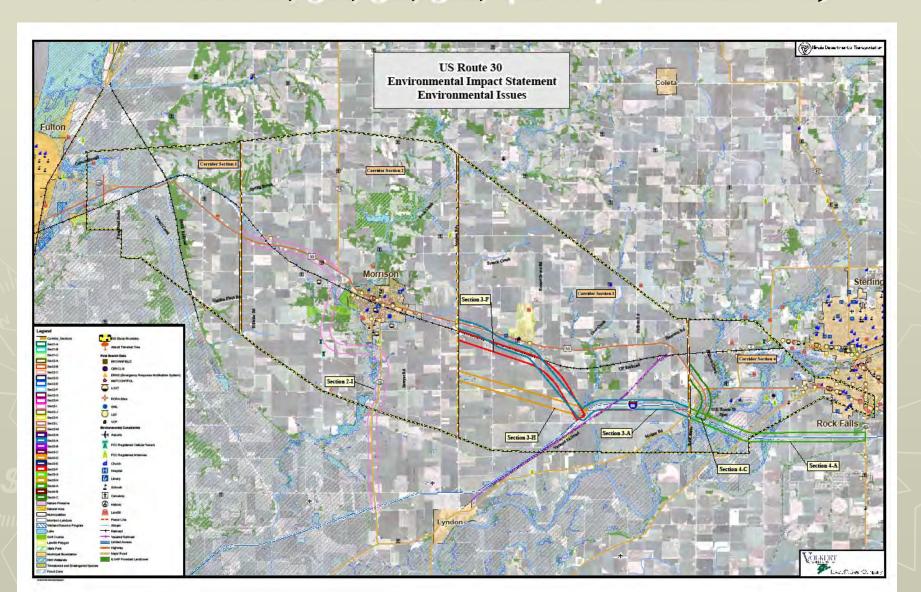
(Step 4 – Screen against the Purpose & Need Statement)

- Reduce Traffic Congestion
- ► Improve Traffic Capacity
- ► Improve Safety
- ► Accommodate Freight
- ► Establish Roadway Continuity



### Screening Process (Step 4 – from P&N

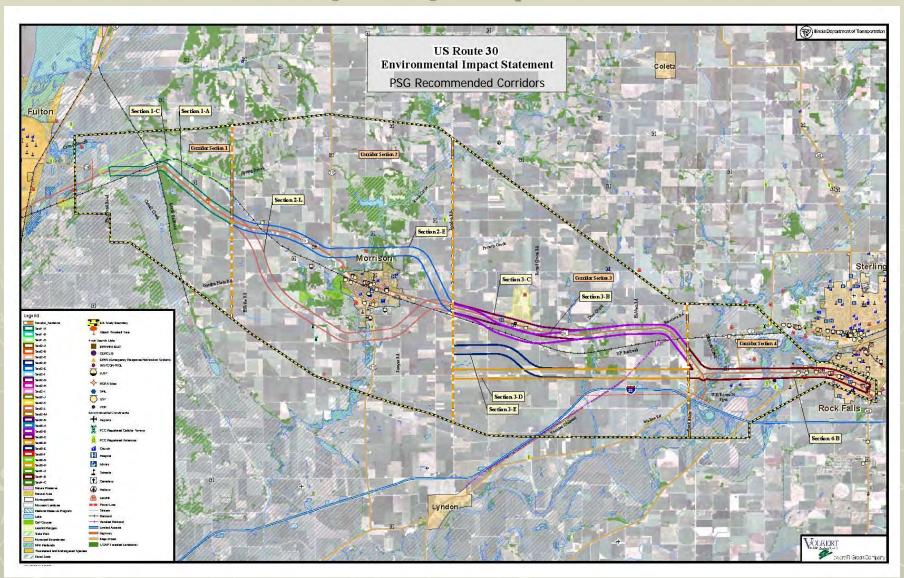
## (Step 4 – from P&N Corridors 2I, 3A, 3F, 3H, 4A & 4C Eliminated)



## **Screening Process**

(Result of Steps 5, 6, 7 & 8)

Screen Corridors against Engineering & Environmental factors



## Summary of CAG Input & Recommendations



Section 1 – CAG Consensus : Recommend 1A

Section 2 –CAG Consensus: Recommend 21

Section 3 — No Consensus - 3B & 3C generally accepted

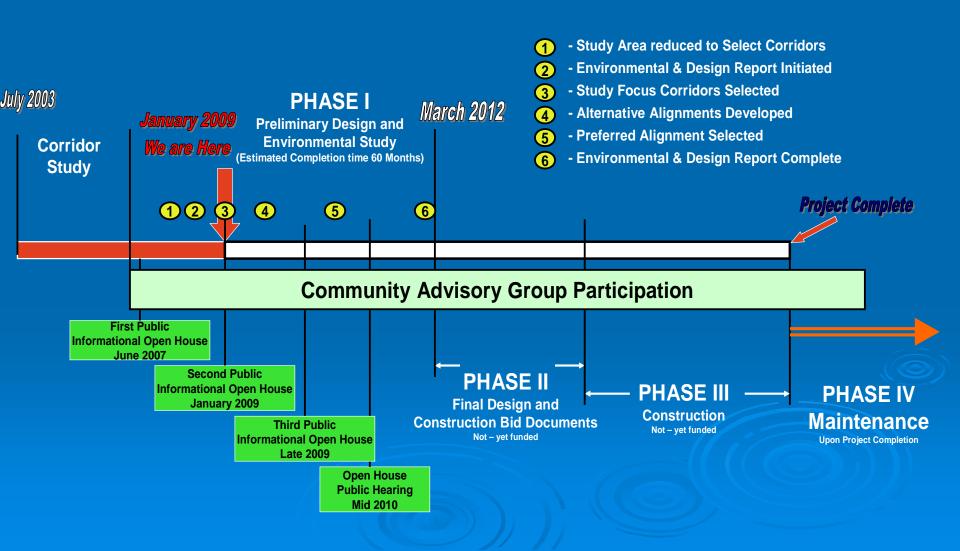
Section 4 – No Consensus - 4B



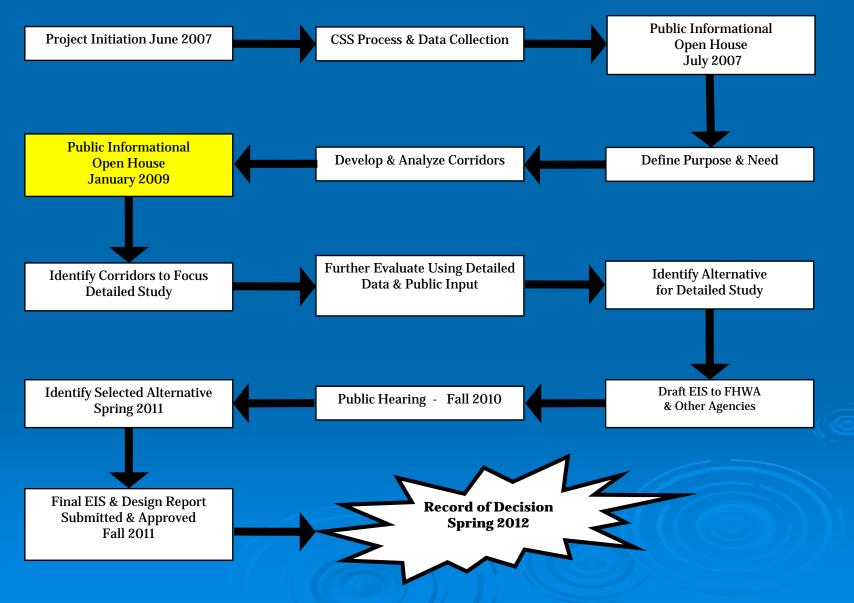
Screening Process
(Result of Steps 9 & 10)

Illinois Department of Transportation **US Route 30 Environmental Impact Statement Final Corridors** Fulton Morrison Sterling Rock Falls Lyndon Legend EIS Study Bound VOLKERT Green - Focus area for alignments Yellow - Additional area for alignment consideration as required for NEPA/404 process

## **Project Timeline**

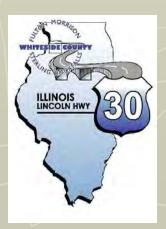


## **Next Steps**





# THANK YOU FOR YOUR CONTINUED SUPPORT











#### **Stakeholder Meeting Summary**

Monday, February 2, 2009 City of Fulton-City Council Fulton, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

#### **Attendees:**

Charles Dykstra (Alderman)
Gene Field (Alderman)
Merle Sterenberg (Alderman)
Charlie Letcher (Alderman)
Wes Letcher (Alderman)
Bill Loerop (Alderman)
Ron Roels (Alderman)
Howard Van Zuiden (Mayor)

#### **Project Study Group:**

Rebecca Marruffo (IDOT) Jon Estrem (HR Green) Michael Walton (Volkert)

#### **Handouts** (see attachment):

Power Point - US 30 Fulton to Rock Falls, Illinois Project Update

#### **Meeting Purpose**

Members of the US 30 Project study team met with the City of Fulton-City Council to present a project update.

#### **Study Team Presentation**

Michael Walton opened the presentation by introducing the US 30 study team and thanking the officials for agreeing to meet with the team. He stated the purpose of the meeting was to update the City of Fulton on the project status. He then gave an overview of the project and a summary of the progress made to date. The City Council members were given a handout highlighting the information covered and questions were taken.

#### Presentation

- The Environmental Impact Statement & Design Study was started in June, 2007. Since that time big steps have been taken.
- Surveys performed for environmental resources. Just now finishing that work. This
  information is important for making location decisions.
- A Project Study Group (PSG) consisting of state & federal staff was formed & has since been active.

- A Community Advisory Group (CAG) consisting of individuals throughout the area was formed. It includes businessmen, farmers, local officials, et al. The CAG has helped provide guidance for the study.
- CAG helped locate potential corridors early in the process.
- A Purpose & Need statement (P&N) was prepared for the project. It is a document that in part dictates the scope of work. The P&N consists of five elements: Traffic Congestion, Traffic Capacity, Safety, Commercial Traffic & Roadway Continuity.
- Screening against the P&N was done. The study area was split into sections & evaluated using key considerations from the P&N. Corridors not meeting the P&N were discarded from further consideration.
- The remaining corridors were analyzed & several issues considered. This involved environmental resources (i.e. wetlands, forest land, etc.) as well as engineering factors (i.e. cost, ability to convey traffic safely, etc.)
- Analysis of the remaining corridors was shared with the PSG & CAG. The thoughts of each group were gathered. The resulting recommendation for focus of further study is shown on the handout that illustrates green & yellow corridors throughout the study area. The green indicates the intended corridors to be focused upon.
- The latest Public Informational Open House was held January 29<sup>th</sup> in Morrison. A number of displays were shared with the public & several questions were addressed.
- The recommendations will be shared with state & federal agencies February 3<sup>rd</sup> at a NEPA 404 Merger meeting in Springfield. The study team will be seeking concurrence on the recommendation.
- The next steps will involve generating alternatives within the green areas & perhaps the yellow areas if necessary. Continued analysis of these alternatives will then be done.
- We plan to return with another public informational open house at the end of the year to share the findings of the upcoming work.
- It is anticipated that specific alternative recommendations will be made in 2010 & a Record of Decision received in 2012.

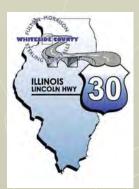
#### **Comments/ Issues/ Questions**

- Q: Do you plan to use existing US 30? A completely new alignment would still require maintenance of the existing roadway. This would mean additional costs.
- A: Use of existing US 30 will be studied as an option & considered against other alternatives. The additional costs such as maintenance will be considered in the decision.
- Q: How would last week's Public Informational Open House meeting be summarized?
- A: Overall, people were not surprised with what was presented. Several property owners had concerns about the location of the proposed roadway and how it will affect their property. For the most part there is support for the project.
- Q: Why is the study taking so long?

- A: The steps being followed are mandated by the NEPA process. It is important that the process be followed to ensure the project recommendations can be defended if necessary. It is also important to note that the EIS & Design Study did not commence until June 2007. The previous work of the Feasibility Study was important & confirmed the need for the project. However, it was not a part of the Environmental Impact Statement.
- Q: Is it possible that the project will never advance beyond the Record of Decision?
- A: Yes, that is possible. It is highly dependent upon funding availability as to whether this project will continue with land acquisition, final design & construction. To date the project has been successful through grass roots efforts to raise funding for the studies.



### U.S. 30 Fulton to Rock Falls, Illinois Project Update



### **Fulton City Council**

Monday, February 2, 2009





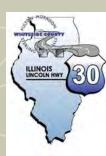
### Project Update

- Project Initiation & Public Open House June 2007
- Project Study Group (PSG) made up of State and Federal Agencies was formed
- Community Advisory Group (CAG) was formed to represent the community interests
- Environmental Studies begun
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- Corridors analyzed using P&N, Engineering & Environmental Issues
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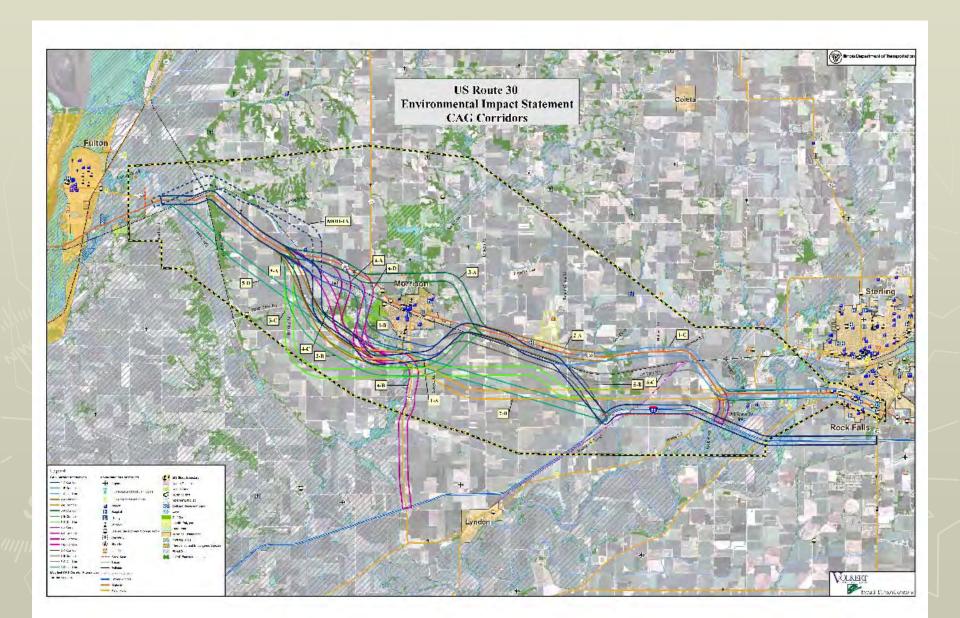


### Development of the Corridors by the Community Advisory Group (CAG)



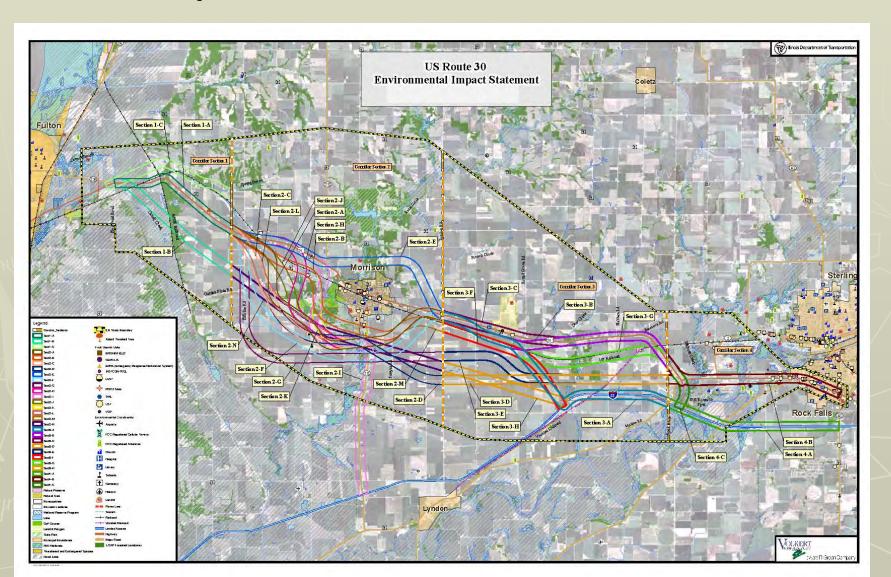


### CAG Developed Corridors



### Screening Process (Result of Steps 1, 2, & 3)

Break Project into sections, Combine, Establish Corridors in each section



### Screening Process

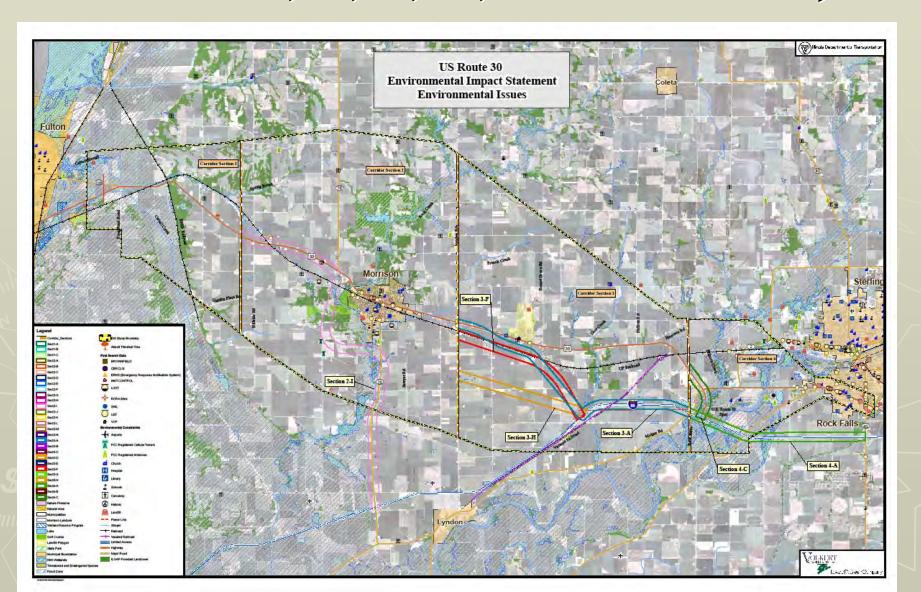
(Step 4 – Screen against the Purpose & Need Statement)

- ► Reduce Traffic Congestion
- ► Improve Traffic Capacity
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- ► Establish Roadway Continuity



### Screening Process (Step 4 – from P&N

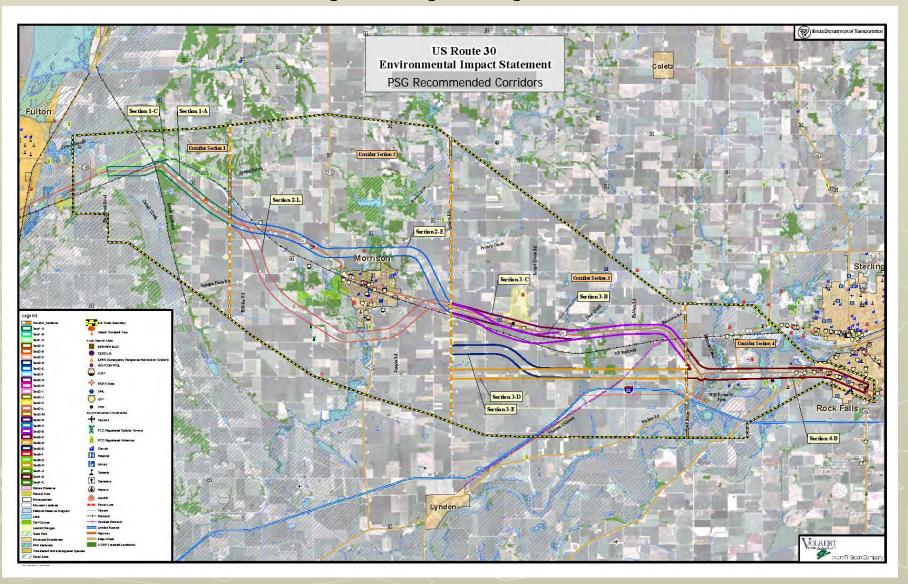
(Step 4 – from P&N Corridors 2I, 3A, 3F, 3H, 4A & 4C Eliminated)



### **Screening Process**

(Result of Steps 5, 6, 7 & 8)

Screen Corridors against Engineering & Environmental factors



### Summary of CAG Input & Recommendations



Section 1 – CAG Consensus : Recommend 1A

Section 2 –CAG Consensus: Recommend 21

Section 3 − No Consensus - 3B & 3C generally accepted

Section 4 – No Consensus - 4B

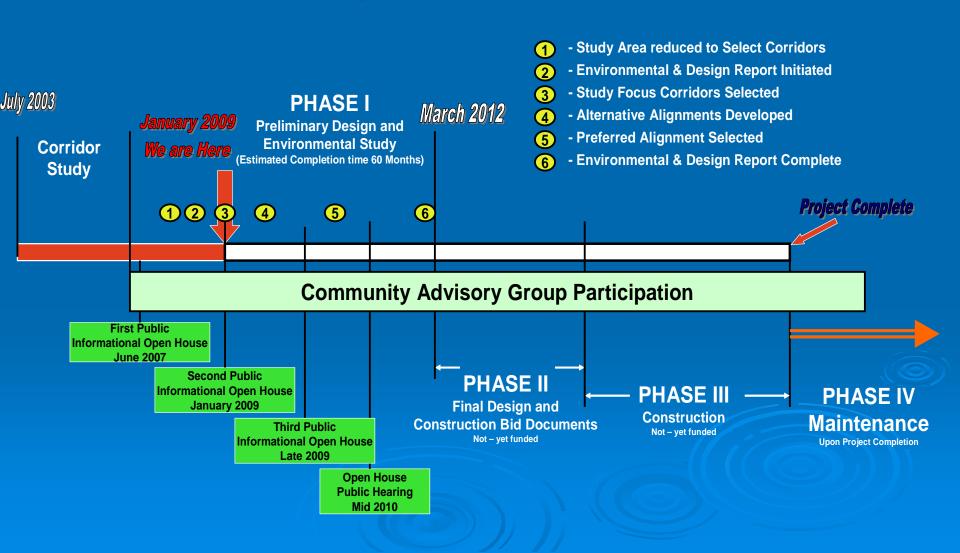


Screening Process
(Result of Steps 9 & 10)

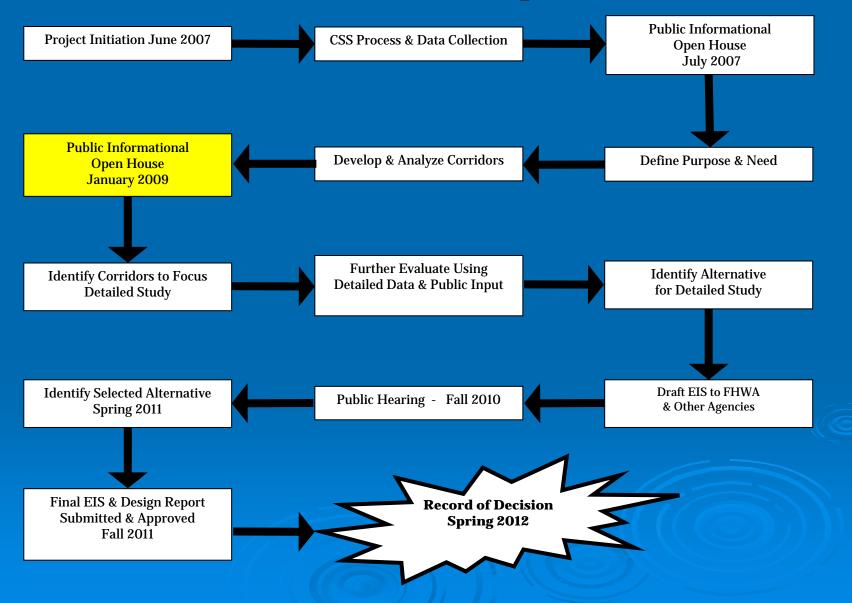
Illinois Department of Transportatio **US Route 30 Environmental Impact Statement Final Corridors** Fulton Morrison Rock Falls Lyndon Legend EIS Study Bounda VOLKERT Green - Focus area for alignments

Yellow - Additional area for alignment consideration as required for NEPA/404 process

### **Project Timeline**

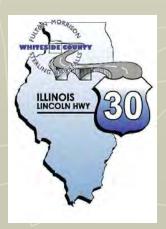


### Next Steps





### THANK YOU FOR YOUR CONTINUED SUPPORT











### **Stakeholder Meeting Summary**

Tuesday, February 17, 2009 City of Sterling -City Council Sterling, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

### **Attendees:**

Retha Elson, Ward 1 Alderman Barry Cox, Ward 2 Alderman Lou Sotelo, Ward 3 Alderman Joe Martin, Ward 4 Alderman Wallis Adell, Alderman At Large Scott Shumard, City Manager Marie Rombouts, City Clerk Ronald Coplan, City Attorney

### **Project Study Group:**

Dawn Perkins (IDOT) Michael Walton(Volkert)

### **Handouts (see attachment):**

Power Point Handouts Only- US 30 Fulton to Rock Falls, Illinois Project Update

### **Meeting Purpose**

Members of the US 30 Project study team met with the City of Sterling-City Council to present a project update.

The presentation included a summary of the project update:

- Project Initiation & Public Informational Open House June 2007
- Project Study Group (PSG) made up of State and Federal Agencies was formed
- Community Advisory Group (CAG) was formed to represent the community interests
- Environmental Studies begun
- Survey Work initiated
- Roadway Corridors Developed by CAG
- Project Purpose and Need (P&N) approved
- Corridors analyzed using P&N, Engineering & Environmental Issues
- Corridors identified to focus Study of Alignments

Listed below is an outline of the power point presentation:

- Development of the Corridors by the Community Advisory Group
- Screening Process
- Summary of CAG Input & Recommendations
- Project Timeline
- Next Steps

### **Study Team Presentation**

Michael Walton opened the meeting by introducing the US 30 study team and thanking the officials for agreeing to meet with the team. He stated the purpose of the meeting was to update the City of Sterling on the project status.

Michael Walton summarized the US 30 power point presentation with an overview of the project update, a summary of the CAG meetings, and a review of the screening process and methods used to obtain the current corridors that will be the focus of further study.

The team then thanked the officials again for their time and on-going commitment to support the project and asked for any questions they may have about the project.

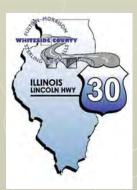
### **Comments/ Issues/ Questions**

### **Question:**

- O: Will the new route follow old Route 30 with a detour south of Morrison?
- A: This has not yet been determined as the project study team is in the process of studying alternatives. Mike referred to the focus map and restated the study will focus on the green areas for the alignment study.



### U.S. 30 Fulton to Rock Falls, Illinois Project Update



### **Sterling City Council Meeting**

Tuesday, February 17, 2009





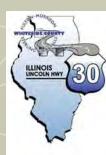
### **Project Update**

- Project Initiation & Public Open House June 2007
- Project Study Group (PSG) made up of State and Federal Agencies was formed
- Community Advisory Group (CAG) was formed to represent the community interests
- Environmental Studies begun
- Survey Work initiated
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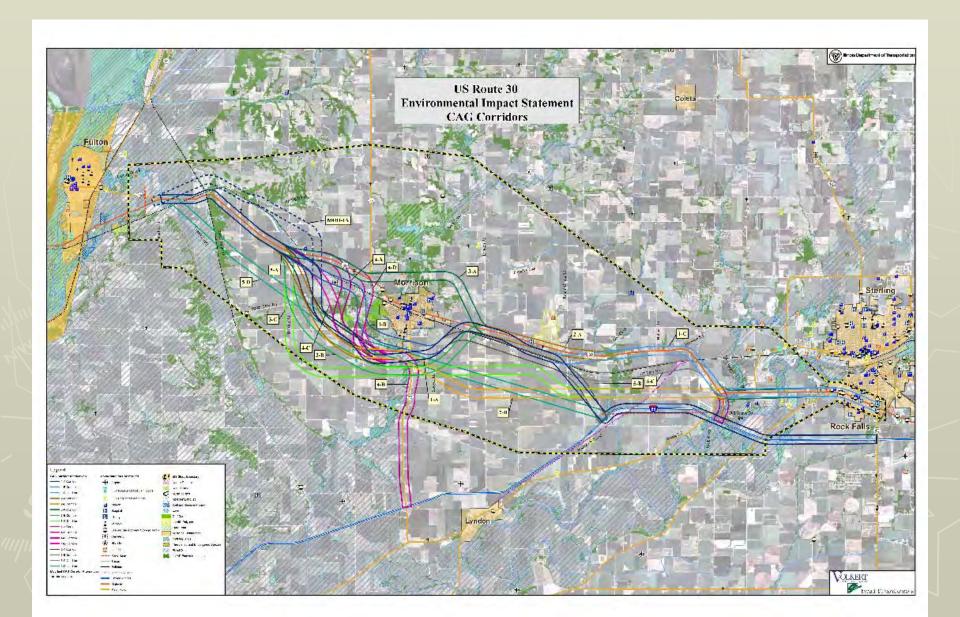


### Development of the Corridors by the Community Advisory Group (CAG)





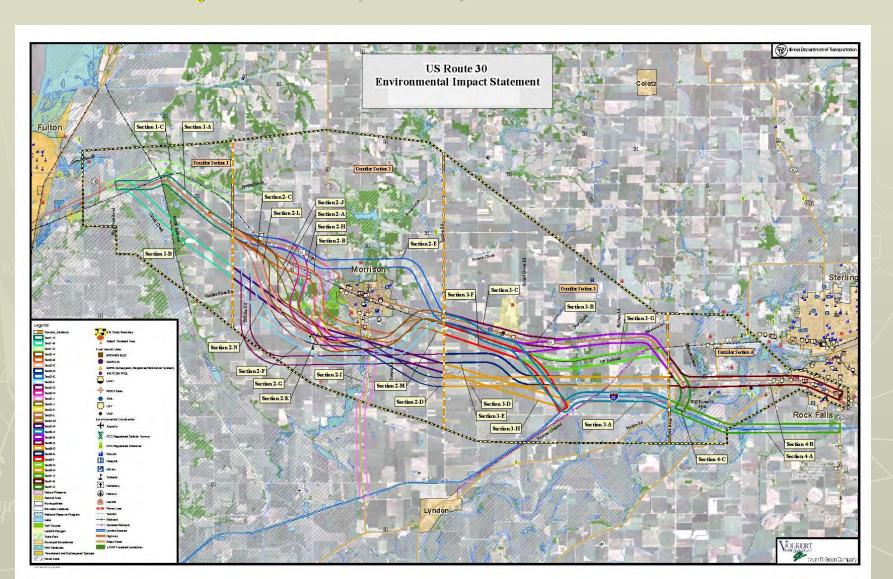
### **CAG Developed Corridors**



### Screening Process

(Result of Steps 1, 2, & 3)

Break Project into sections, Combine, Establish Corridors in each section



### **Screening Process**

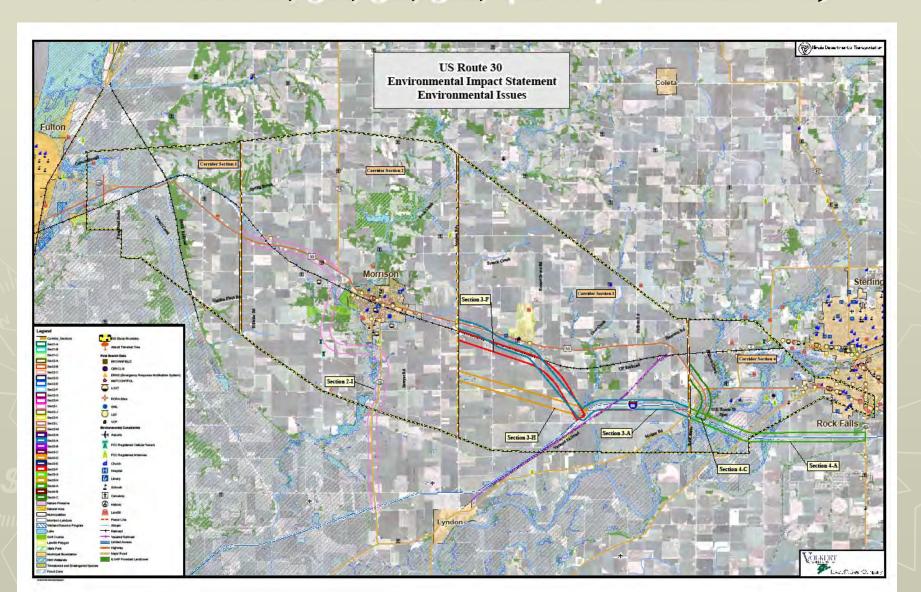
(Step 4 – Screen against the Purpose & Need Statement)

- Reduce Traffic Congestion
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### Screening Process (Step 4 – from P&N

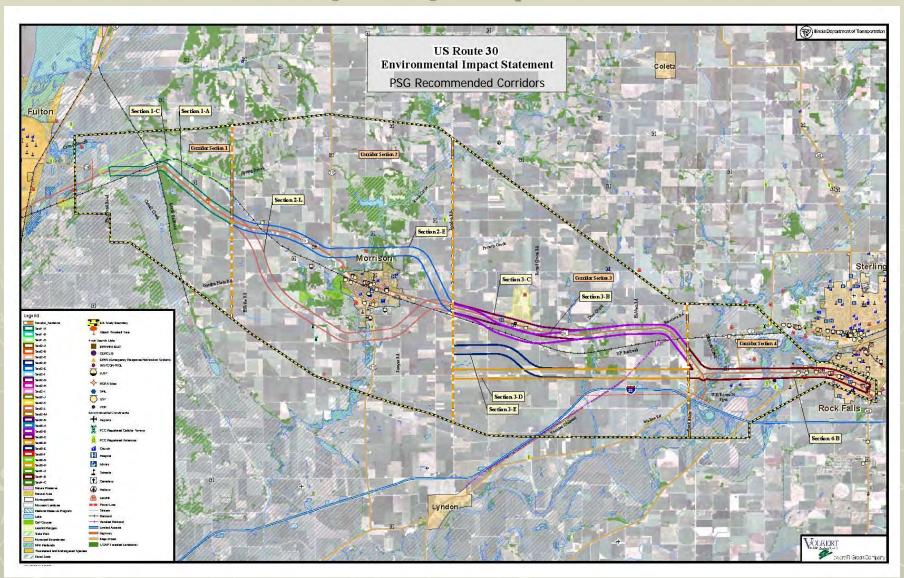
### (Step 4 – from P&N Corridors 2I, 3A, 3F, 3H, 4A & 4C Eliminated)



### **Screening Process**

(Result of Steps 5, 6, 7 & 8)

Screen Corridors against Engineering & Environmental factors



### Summary of CAG Input & Recommendations



Section 1 – CAG Consensus : Recommend 1A

Section 2 –CAG Consensus: Recommend 21

Section 3 – No Consensus - 3B & 3C generally accepted

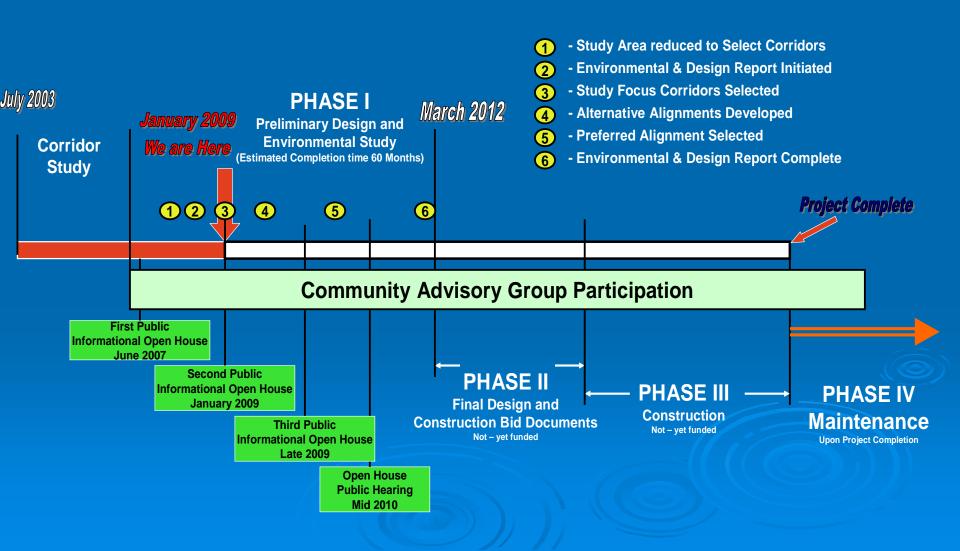
Section 4 – No Consensus - 4B



Screening Process
(Result of Steps 9 & 10)

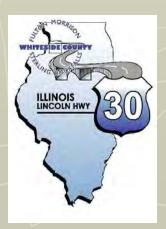
Illinois Department of Transportation **US Route 30 Environmental Impact Statement Final Corridors** Fulton Morrison Sterling Rock Falls Lyndon Legend EIS Study Bound VOLKERT Green - Focus area for alignments Yellow - Additional area for alignment consideration as required for NEPA/404 process

### **Project Timeline**





### THANK YOU FOR YOUR CONTINUED SUPPORT











### Stakeholder Meeting Summary

Monday, June 01, 2009 City of Sterling -City Council Sterling, Illinois

FAP 309 (US 30) Project:

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

### Attendees:

Retha Elson, Ward 1 Alderman Barry Cox, Ward 2 Alderman Lou Sotelo, Ward 3 Alderman Joe Martin, Ward 4 Alderman Wallis Adell, Alderman At Large Scott Shumard, City Manager Marie Rombouts, City Clerk Ronald Coplan, City Attorney Ron Potthoff, Police Chief Cindy Von Holent, Finance Director

### **Project Study Group:**

Dawn Perkins (IDOT) Michael Walton (Volkert) Jon Estrem (HR Green)

### Handouts (see attachment):

Power Point - Preliminary Engineering; June 2009 Project Update

### **Meeting Purpose**

Members of the US 30 Project study team met with the City of Sterling-City Council to present a project update.

### **Study Team Presentation**

Michael Walton opened the presentation by introducing the US 30 study team and thanking the officials for agreeing to meet with the team. He stated the purpose of the meeting was to update the City of Sterling on the project status. Michael and Jon Estrem then gave an overview of the project and a summary of the progress made to date. The City Council members were given a handout highlighting the information covered and questions were taken.

### Presentation

Summary of second Public Informational Open House conducted on January 29, 2009. The open house was attended by 237 people. Presented to the CAG were Environmental Issues, Schedule, CAG corridors & Final Corridors.

- Reviewed the corridors presented to the CAG.
- Shared public informational open house concerns/comments: agricultural land, environmental issues, preference for corridor south of Morrison, development, and what progress has been made.
- Summary of the Illinois NEPA/404 Merger Meeting conducted on February 3, 2009; including the NEPA final corridors
- Reviewed the process of Corridors to Alignments, All Criteria Map, and Example of adjustments of an alignment within a corridor.
- Alternatives evaluated in matrix Six alignments were screened against 23 factors within four major categories: Traffic & Safety, Social & Economic, Environmental, and Cost.
- These alternatives were then scored and ranked as followed: #1 Alternative 4

#2 Alternative 5

#3 Alternative 6

#4 Alternative 1

#5 Alternative 2 & 3

- Next Steps: 1) Begin in-depth study of six (6) alternative alignments
  - 2) Take alternative alignments west of Morrison to NEPA/404 Merger Meeting in September
- Timeline:

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NEPA 404/Merger Meeting; Alternatives to be carried forward: February 2010

DEIS signed: October 2010 Public Hearing: January 2011 FEIS signed: January 2012 ROD signed: June 2012

### Comments/ Issues/ Questions

Q. Was agricultural land a part of the decision making process?

**A.** Yes, agricultural land severances is included in the 23 evaluation factors of the matrix. The alignments that scored the best utilize much of the existing US 30. Many people throughout the CSS process have also stated that they want to avoid the agricultural land.



# PRELIMINARY ENGINEERING



June 2009
Project Update

### AGENDA

- Public Informational Open House
- Illinois NEPA/404 Merger Meeting
- 3) Corridors to Alignments
- Alternatives Evaluated in Matrix
- 5) Rankings6) Next Steps7) Timeline

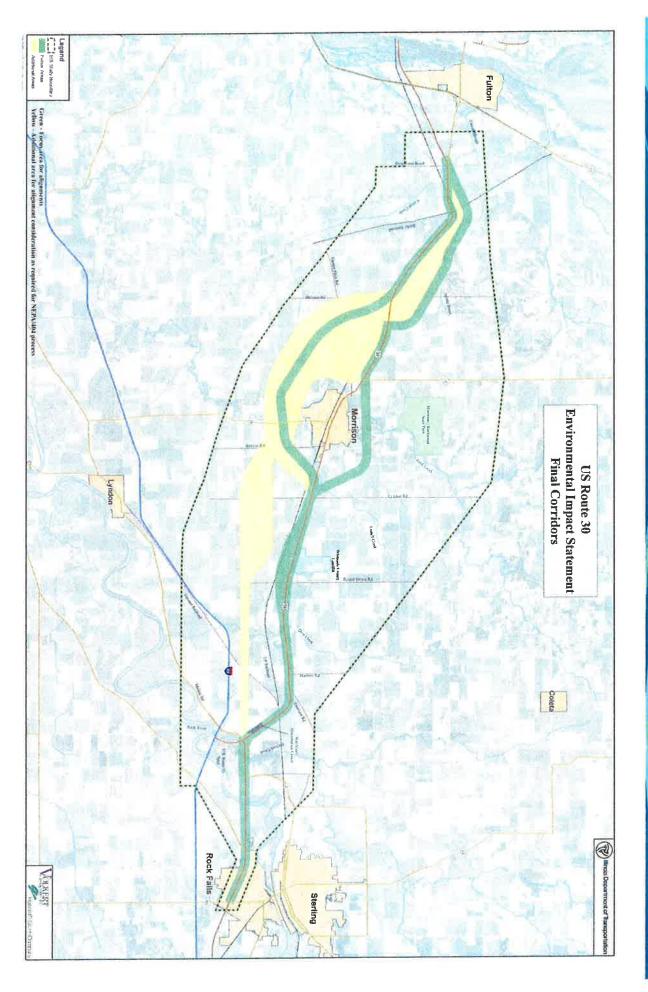


# Public Informational Open House

- January 29, 2009; 1:00-7:00pm; Morrison
- 237 people attended
- Presented Environmental Issues, Schedule, CAG Corridors & Final Corridors



# Corridors Presented



# House Concerns/Comments Public Informational Open

Agricultural Land project? What progress has been made with the Preference for Corridor South of Morrison **Environmental Issues** Development

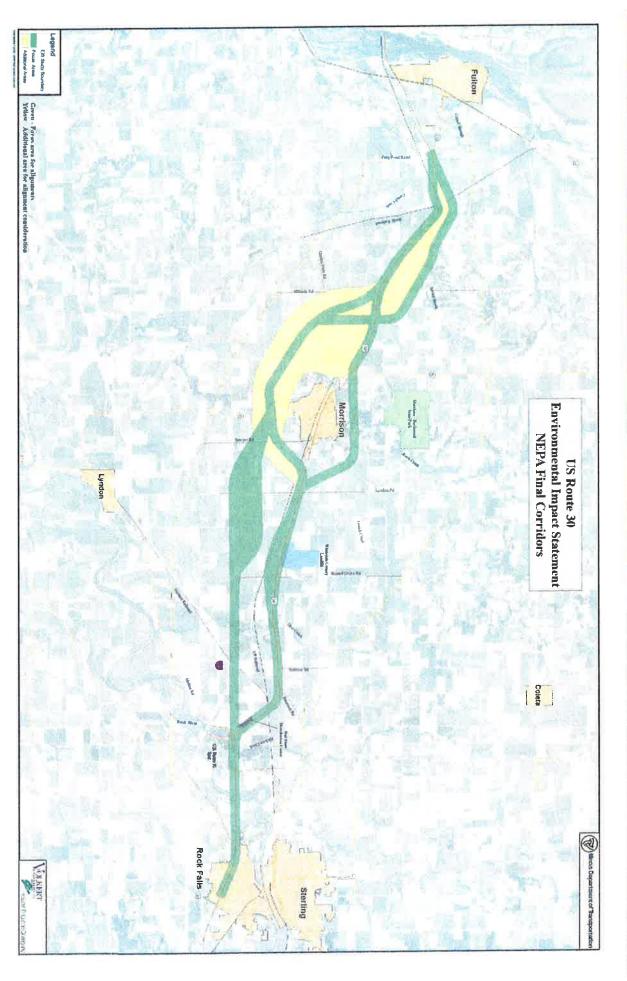


# 404 MERGER MEETING ILLINOIS NEPA



PROJECT UPDATE
February 3, 2009

## Final Corridors



### ridors (1400 feet wide) to All 200 feet wide

### EXAMPLE OF PROCESS

HOW DOES A HIGHWAY GET FROM PLANNING TO CONSTRUCTION?

the example below illustrates the process of selecting a final roadway alignment once a need has been shown for its construction



a red dashed line) prompt a need to for an existing roadway (highlighted with improvements study alternative transportation Traffic congestion and safety concerns to initiate roadway improvement studies. the Illinois Department of Transportation Local officials work in coordination with

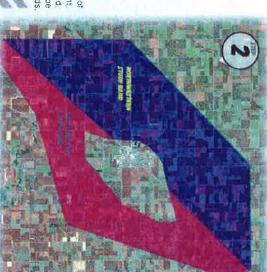


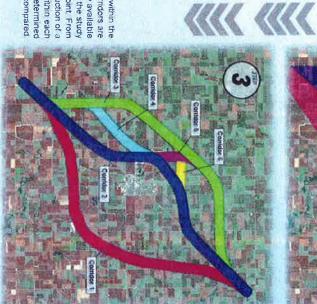
identified within one or both of these bands The study bands define the outer limits of possible transportation improvement Based on the information collected.

to the final design phase for construction alignments, one will be selected to move forward construction costs of the highway. From these this phase includes the detailed analysis of impacts each roadway could have. Additionally, is refined further still to determine the specific location of a proposed roadway. The information benefits. The alignments represent the actual impacts while achieving the greatest transportation the study confidors that offer the least relative Alternative Alignments are developed within

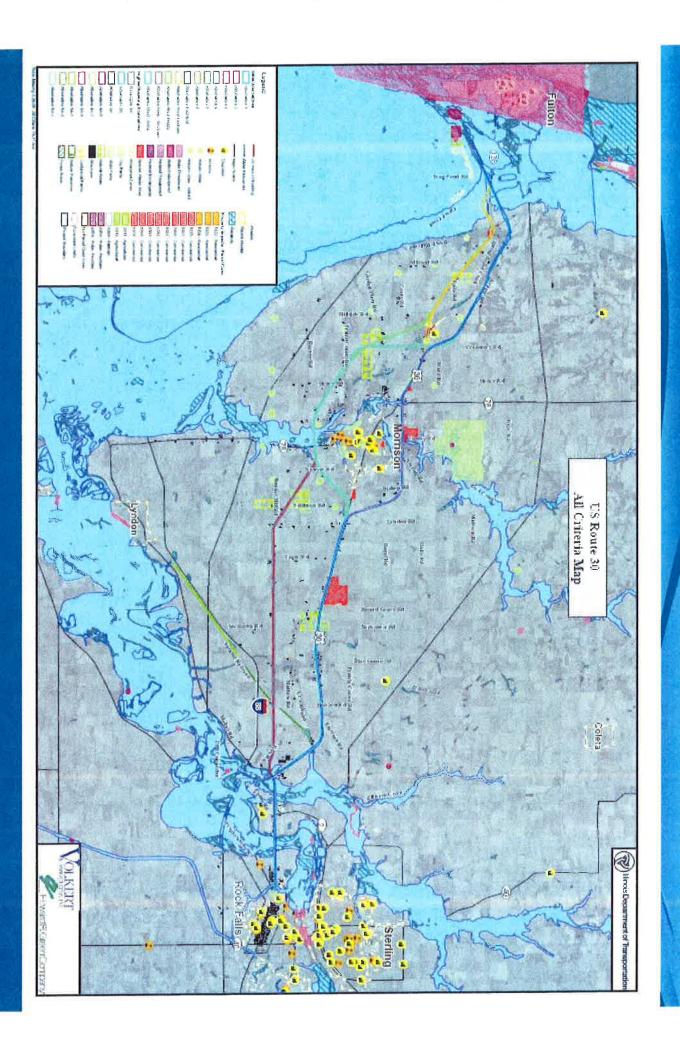


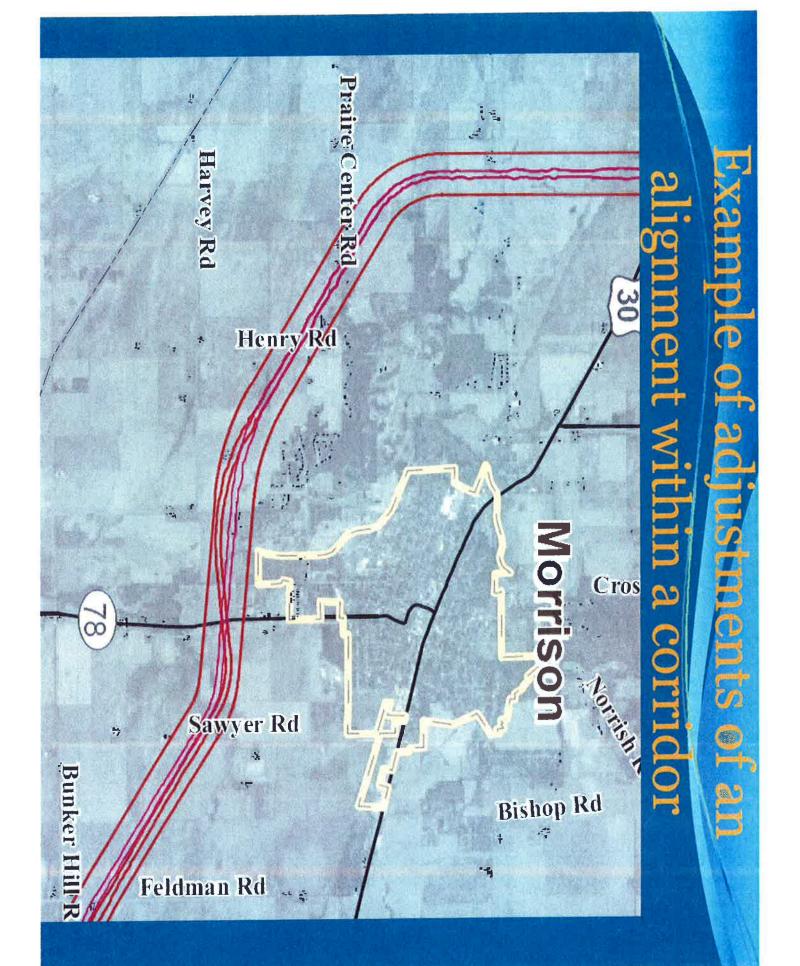
options. Information collected for the study bands is further refined at this point. From this, potential impacts of construction of a transportation improvement within each studied to define and narrow available Study Corridors are defined within the study bands. Numerous corridors are corridor can be determined







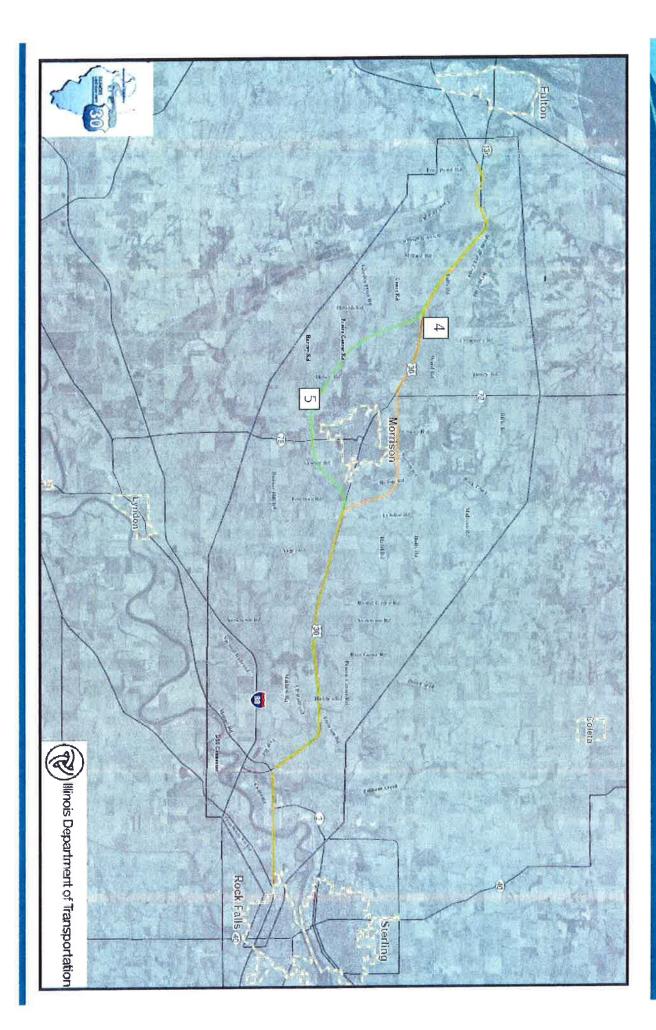


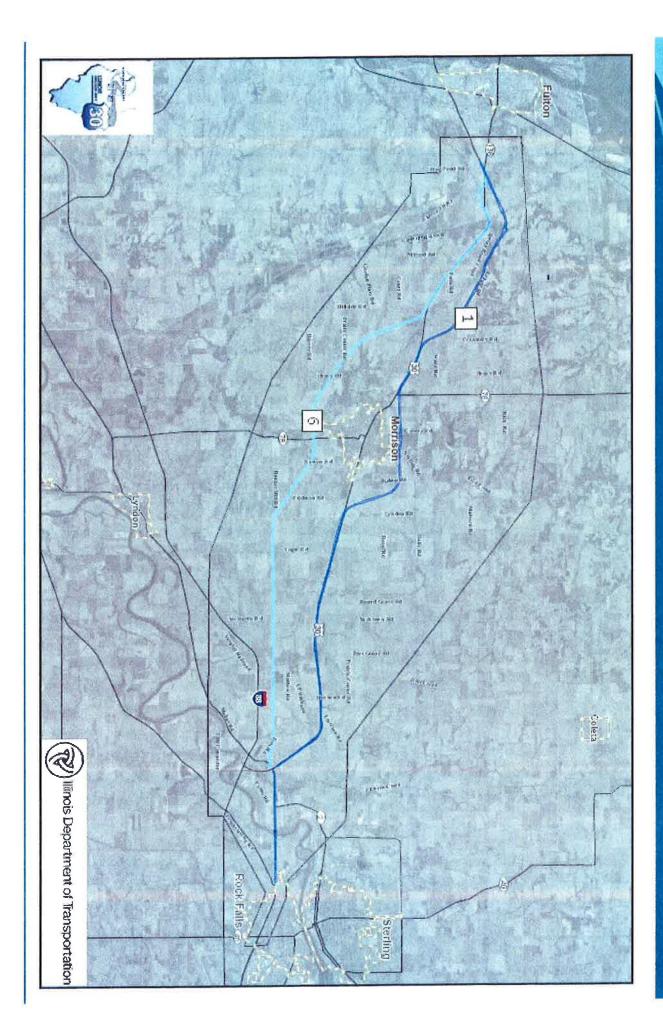


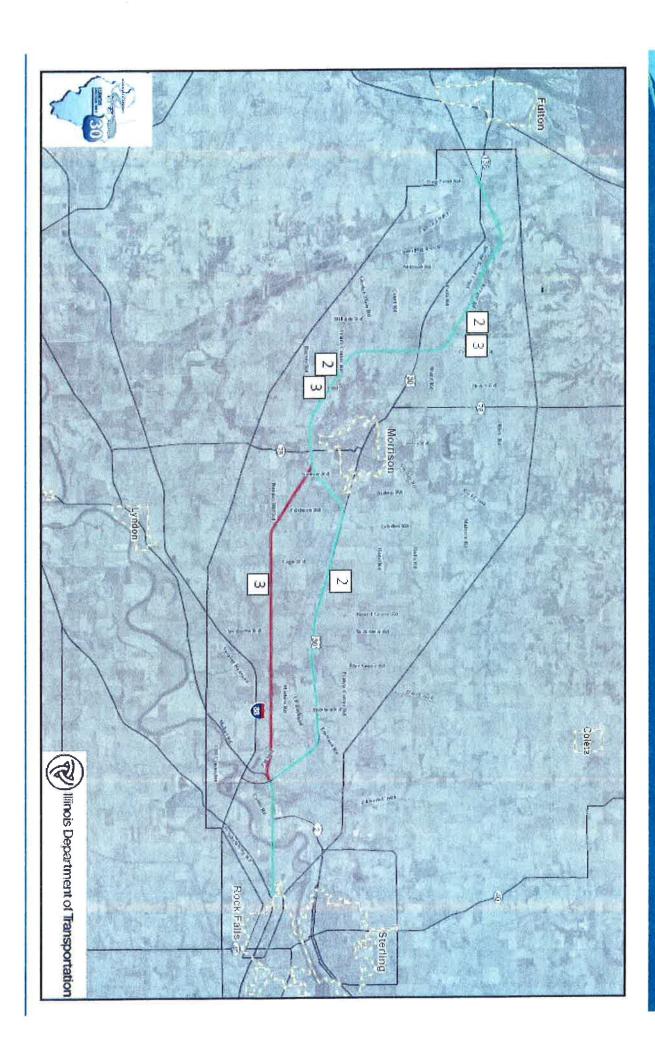
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### Next Steps

- Begin in-depth study of six (6) alternative alignments
- Take alternative alignments west of Morrison to NEPA/404 Merger Meeting in September



### Timeline

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- FEIS signed: January 2012
- ROD signed: June 2012



# for your Continued Support!!!!



QUESTIONS???





### **Stakeholder Meeting Summary**

Tuesday, June 02, 2009 City of Rock Falls City Council Rock Falls, Illinois

Project:

FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

**Attendees:** 

Mayor David H. Blanton

City Administrator Richard Downey

City Clerk William B. Wescott

City Attorney Jim Reese

City Engineer Brian Frickenstein

Alderman Mark Vandersnick

Alderman Daehle Reitzel

Alderman Brian Snow

Alderman Glen Kuhlemier

Alderman Jim Schuneman

Alderman Dave Hand

Alderman Bob Thurm

Water Supt. Ted Padilla

Wastewater Supt. Ed Cox

Electric Supt. Paul Jakubczak

Fire Chief J. W. Larson

Police Chief Mike Kuelper

### **Project Study Group:**

Dawn Perkins (IDOT)

Michael Walton (Volkert)

Gil Janes (Howard R Green)

### Handouts (see attachment):

Power Point - Preliminary Engineering; June 2009 Project Update

### **Meeting Purpose**

Members of the US 30 Project study team met with the City of Rock Falls-City Council to present a project update.

### **Study Team Presentation**

Michael Walton opened the presentation by introducing the US 30 study team and thanking the officials for agreeing to meet with the team. He stated the purpose of the meeting was to update the City of Rock Falls on the project status. He then gave an overview of the project. Gil Janes then explained the process and the progress made on creating and evaluating the various US30

alignment alternatives. The City Council members were given a handout highlighting the information covered and questions were taken.

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### **Comments/ Issues/ Questions**

- Q. Does the project extend to Prophetstown Road?
- **A.** Yes. All the way to Highway 40.
- Q. Is the Council welcome to attend the CAG meeting on Wed 6-10 in Morrison?
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## PRECIMENARY ENGINEERING



### June 2009 Project Update



### AGENDA

Public Informational Open House

Illinois NEPA/404 Merger Meeting

Corridors to Alignments

Alternatives Evaluated in Matrix 2004 2004

Rankings Next Steps

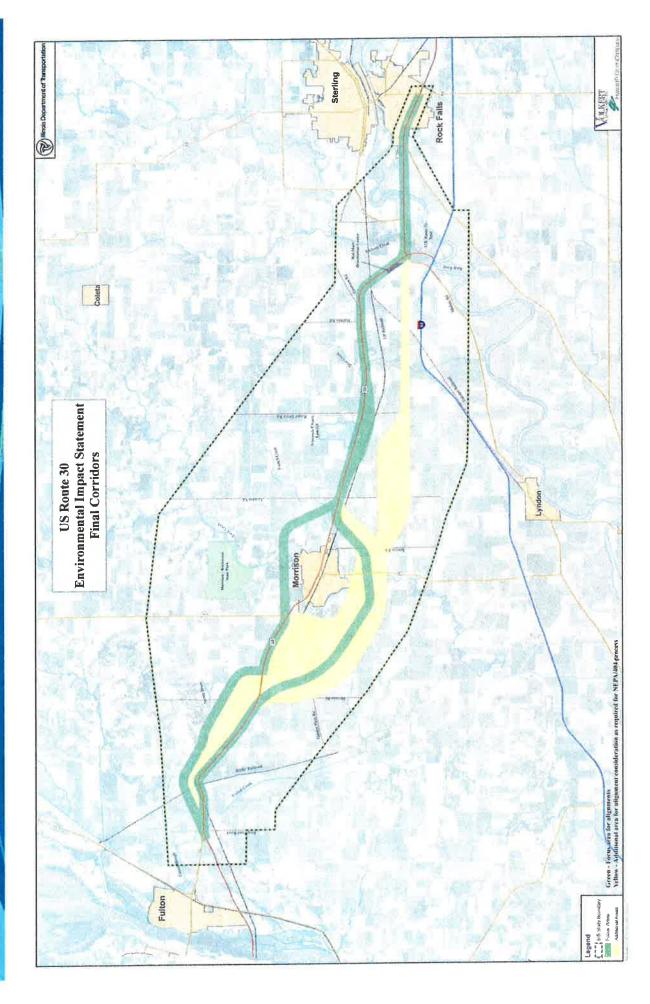
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## Corridors Presented



### House Concerns/Comments Public Informational Open

Preference for Corridor South of Morrison What progress has been made with the Environmental Issues Agricultural Land Development project?

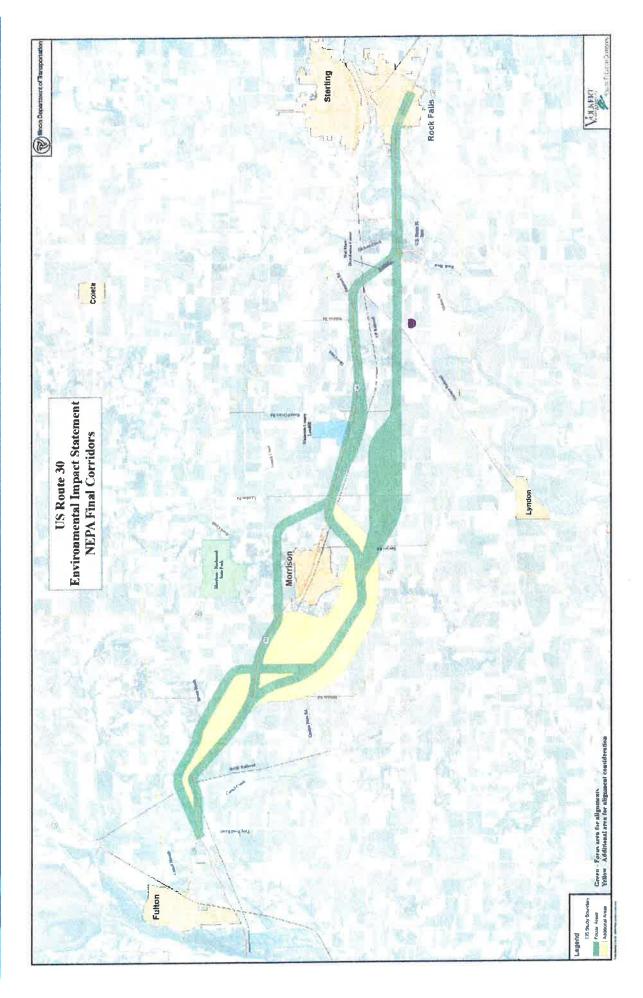


### 404 MERGER MEETING ILLINOIS NEPA



PROJECT UPDATE February 3, 2009

### Final Corridors



## nts (200 feet wide) Corridors (1400 feet wide) to Alig

### **EXAMPLE OF PROCESS**

HOW DOES A HIGHWAY GET FROM PLANNING TO CONSTRUCTION?

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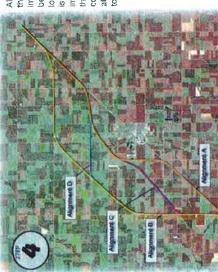


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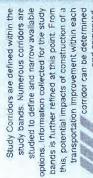




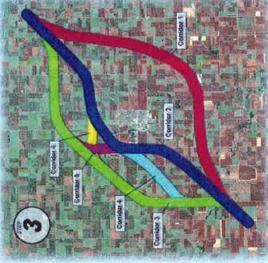
potential transportation corridors can be The study bands define the outer limits of identified within one or both of these bands. Based on the information collected, possible transportation improvement

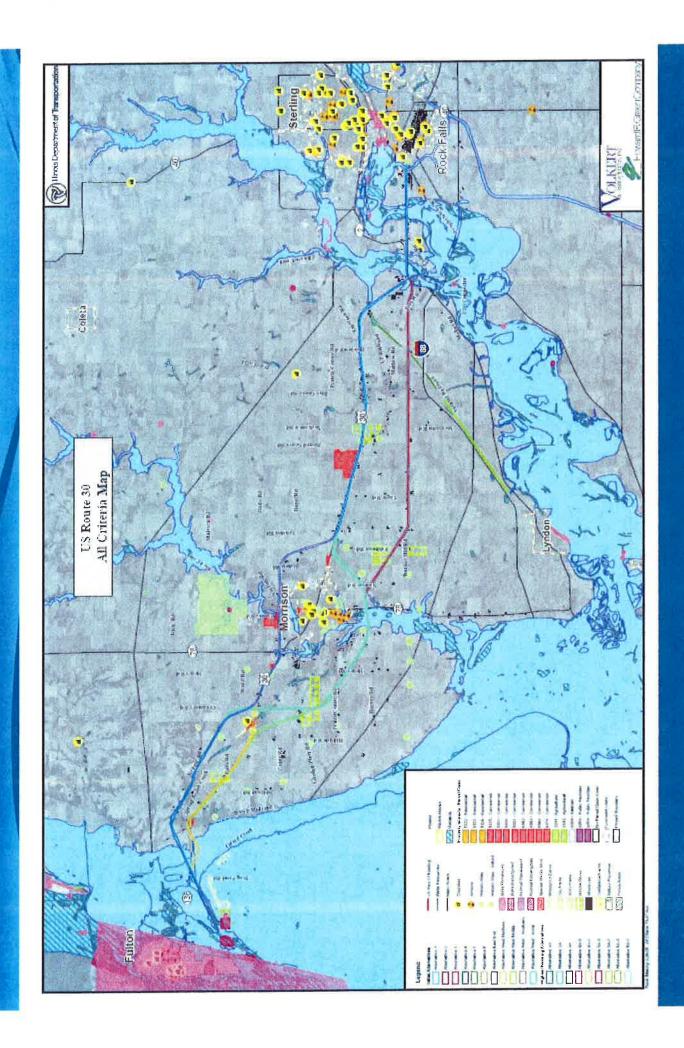


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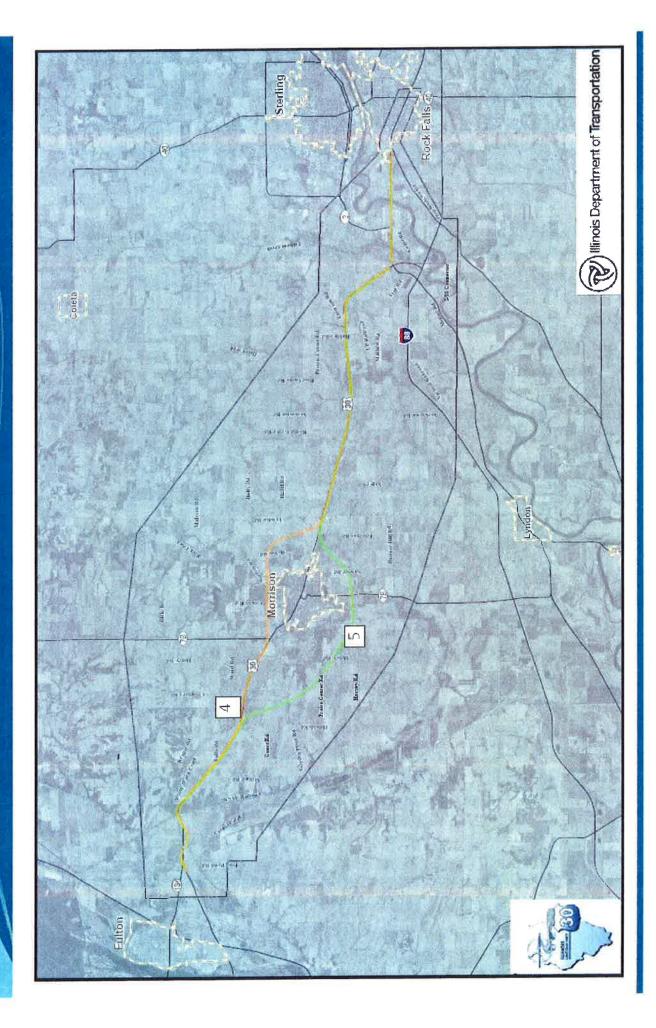


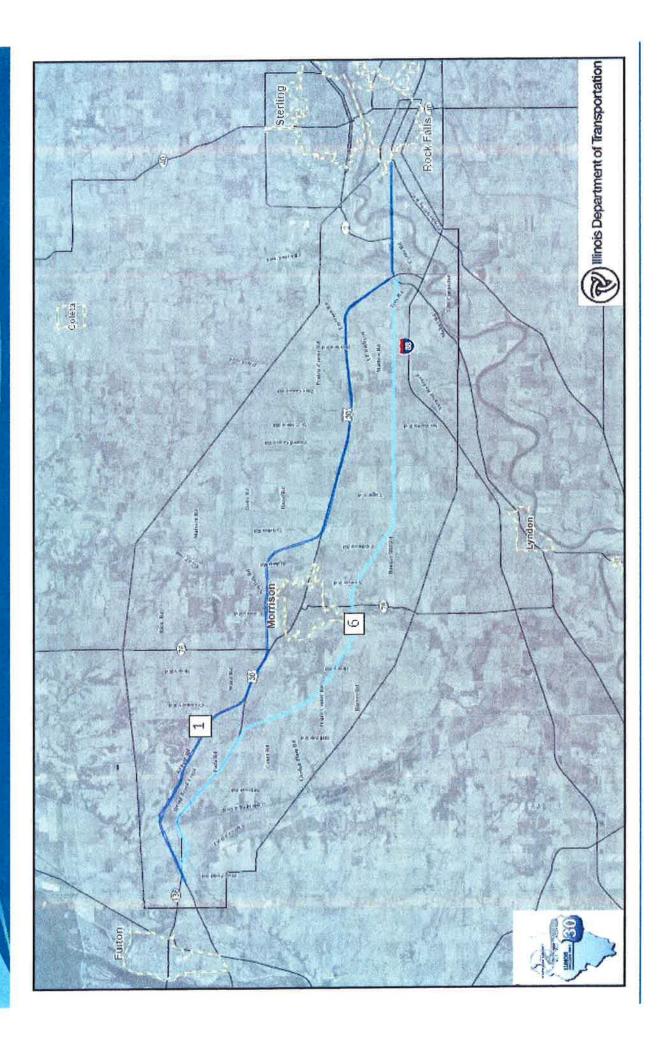
### Bunker Hill'R Feldman Rd Bishop Rd ajustments of an within a corridor ander Rd Morrison Cros Example of a alignment Henry Rd Harvey Rd Praire Center

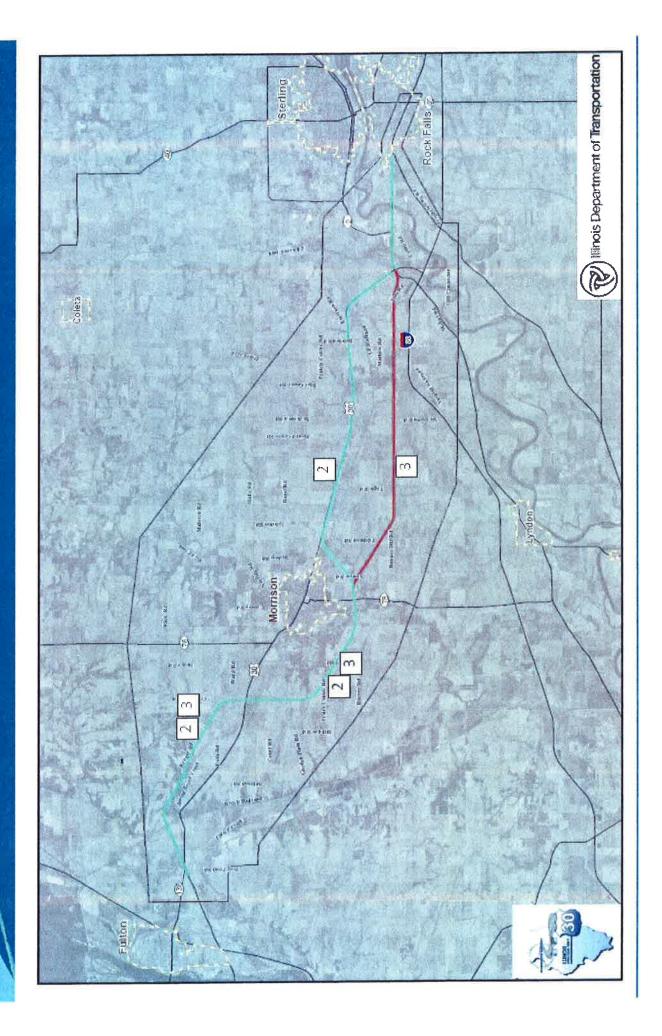
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## for your Continued Support !!! Thank



QUESTIONS???





### **Stakeholder Meeting Summary**

Monday, June 2, 2009 City of Fulton-City Council Fulton, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

### Attendees:

Charles Dykstra (Alderman)
Gene Field (Alderman)
Merle Sterenberg (Alderman)
Charlie Letcher (Alderman)
Warren Juist (Alderman)
Wes Letcher (Alderman)
Bill Loerop (Alderman)
Ron Roels (Alderman)
Randy Balk (City Administrator)
Bill Shirk (City Attorney)
Heather Bennett (Tourism Director)
Clink Kettler (Zoning Officer)
Dave Baretls (Sergeant at Arms)

### **Project Study Group:**

Dawn Perkins (IDOT) Michael Walton (Volkert)

### Handouts (see attachment):

Power Point - Preliminary Engineering; June 2009 Project Update

### Meeting Purpose

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### **Study Team Presentation**

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### **Comments/ Issues/ Questions**

**Q**. What is the cost of the EIS?

A. \$7.5 Million fully funded

Q. Is this project "shovel ready"?

A. No

**Q.** Why is this taking so long?

A. EIS is a Federal process that takes a while to complete the necessary steps, reviews, approvals and sign-offs. (gave him the same answer as we have before)

**O**. What is the priority alignment?

A. There is no priority alignment, at this time they are all still being studied.

**Bill Loerop statement:** IL 136 is a very important access to US 30 please don't cut off that vital link for the City of Fulton.

R: No plans to sever IL 136 from US 30.

Q: Is section 4 in Rock Falls still a part of the study?

A. Yes it will remain in the study.





### **Stakeholder Meeting Summary**

Tuesday, June 02, 2009 City of Rock Falls City Council Rock Falls, Illinois

**Project:** FAP 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

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City Clerk William B. Wescott

City Attorney Jim Reese

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## PRELIMINARY ENGINEERING



June 2009 Project Update

### AGENDA

- Public Informational Open House
- Illinois NEPA/404 Merger Meeting
- Corridors to Alignments
- Alternatives Evaluated in Matrix
- Rankings

**Next Steps** 

Timeline

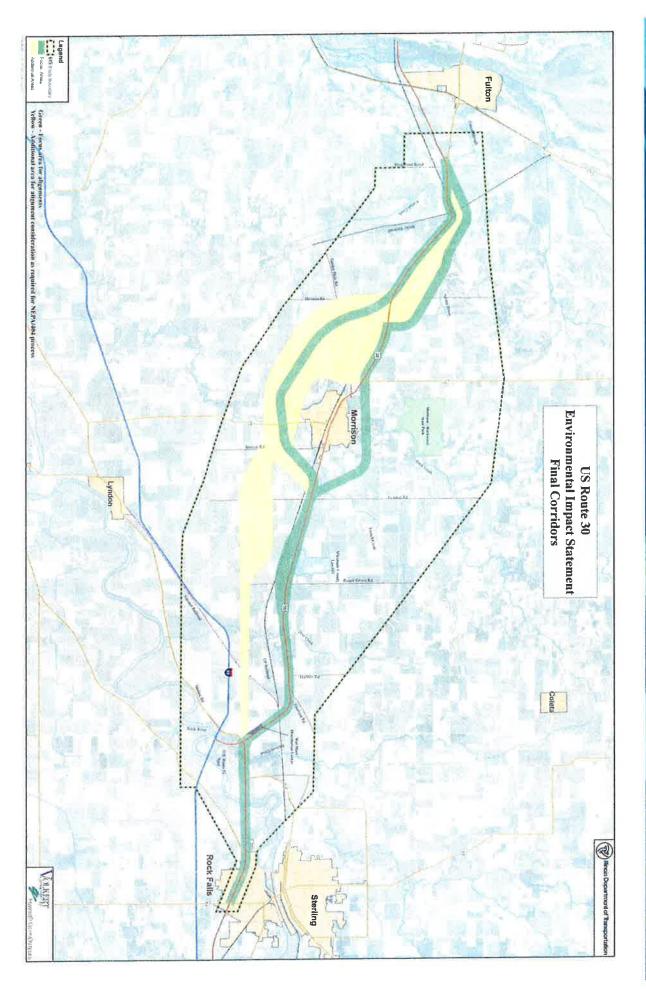


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# House Concerns/Comments Public Informational Open

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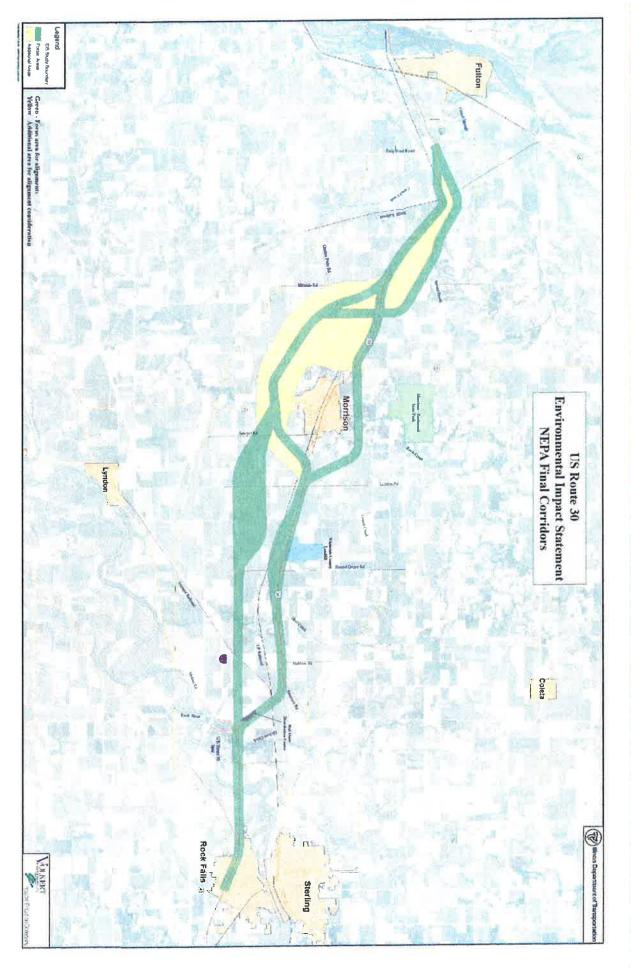


# 404 MERGER MEETING ILLINOIS NEPA



PROJECT UPDATE
February 3, 2009

## Final Corridor



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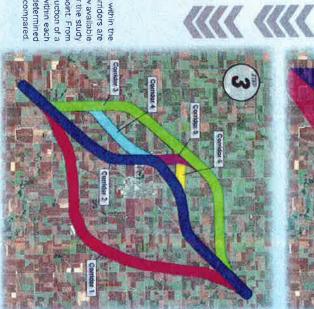


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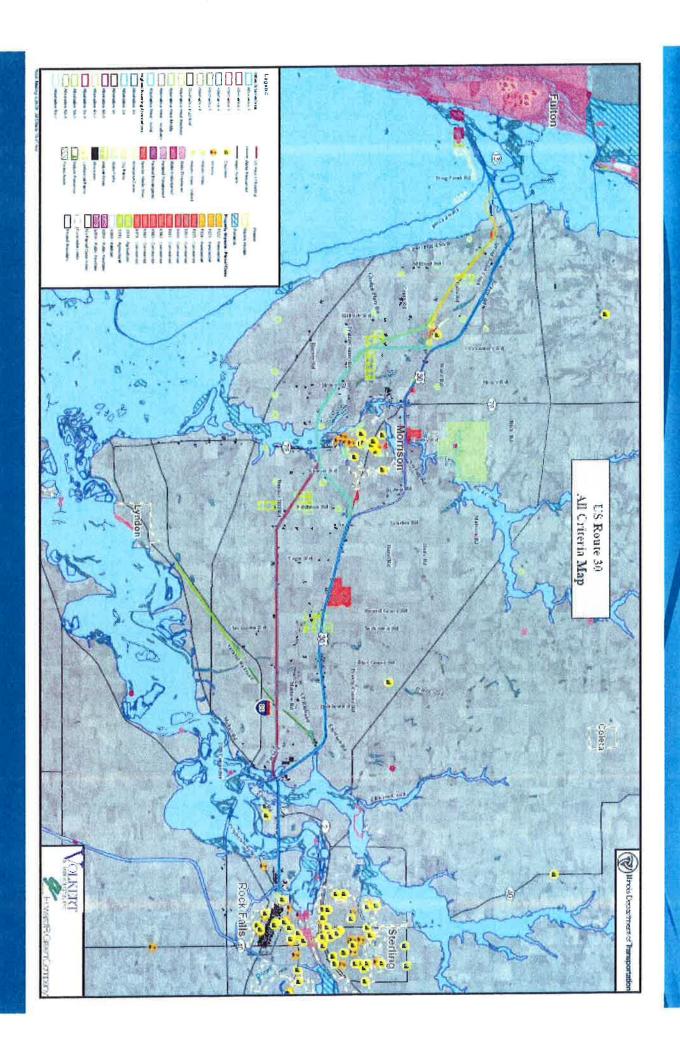


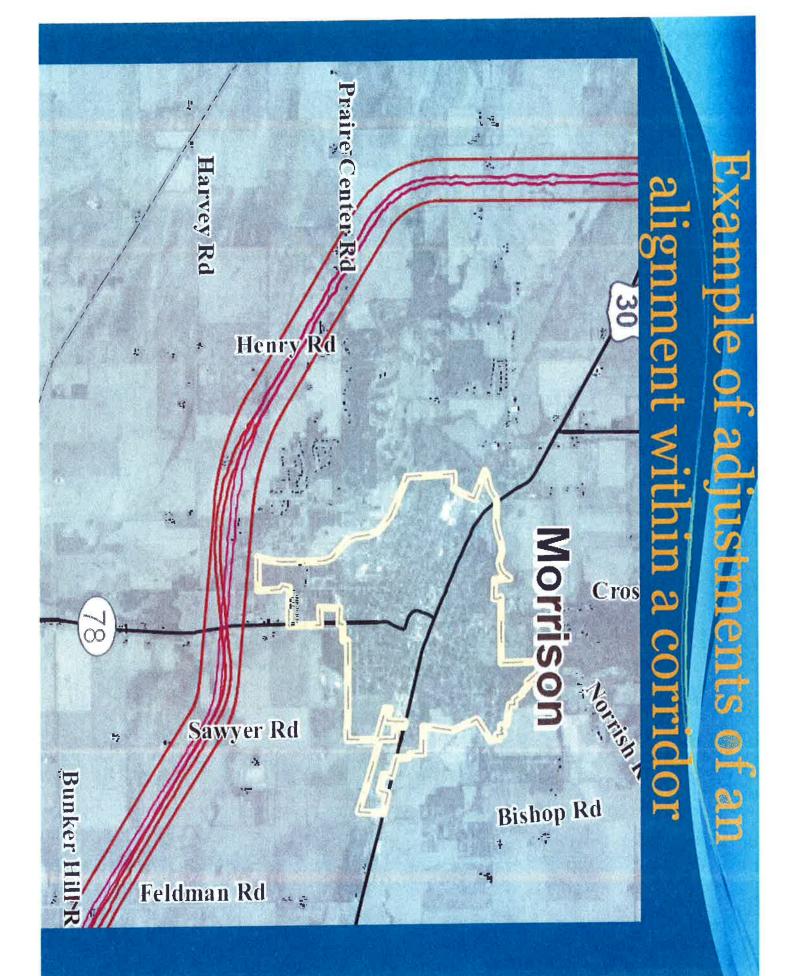








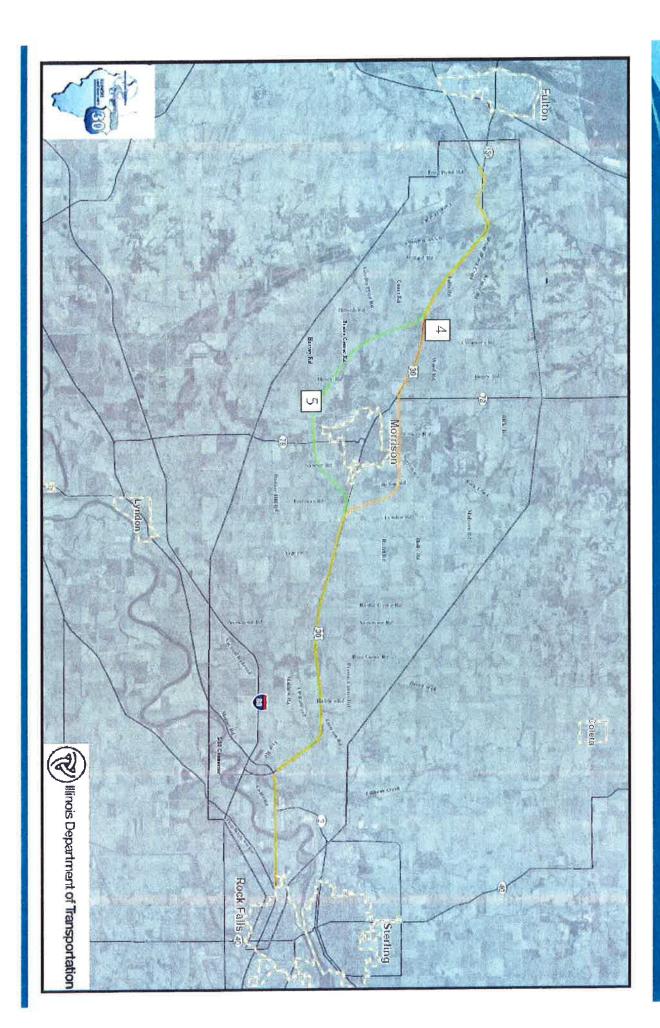


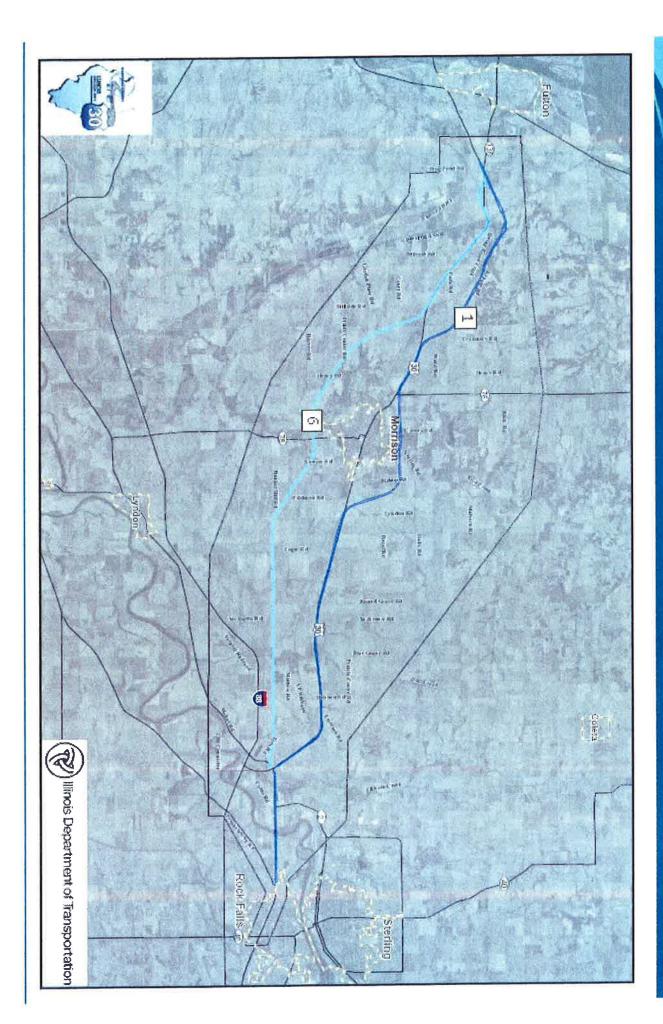


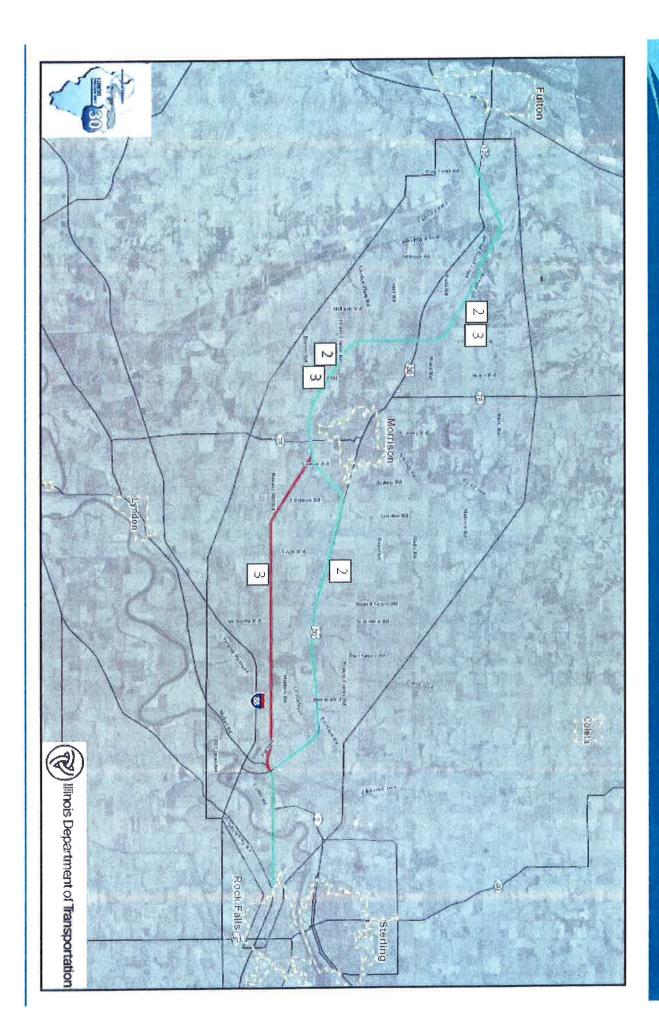
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# tor your Continued Support!!!!



QUESTIONS???





## **Stakeholder Meeting Summary**

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Project:

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Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07

## **Attendees:**

Roger Drey (Mayor)

Melanie T. Schroeder (City Clerk)

Gus Hayenga (Aldermen)
Pat Zuidema (Aldermen)

Dave Rose (Aldermen)

Sarah Thorndike (Aldermen)

Jim Blakemore (Aldermen)

Barb Bees (Aldermen)

Bob Snodgrass (Aldermen)

Tim Long (City Administrator)

Lester Weinstine (City Attorney)

Paul Beck (Police Sergeant)

Gary Tresenriter (Superintendent of Public Services)

Robert Wood (Community Development Director)

Pete Whiting (Code Inspector)

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Dawn Perkins (IDOT) Michael Walton(Volkert) Jon Estrem (HR Green)

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## Comments/ Issues/ Questions

O: Mayor Drey asked who has the final say IDOT or the Feds?

A: The Feds

O: In 2012 will the route be determined?

A: Yes; in 2012 the ROD will be complete and this recommends the final route.

**Q:** What length of time will the project be in design phase?

A: Minimum 2-4 years

Q: Will any of the bridges be named?

A: Undetermined, will be discussed at a later time.

**Q:** How long can the project sit on the shelf before needs to be redone?

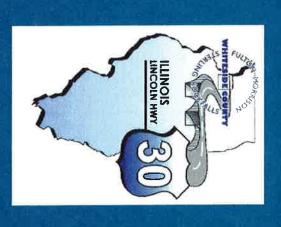
A: Depending on the time frame, certain environmental testing may have to be redone in an addendum to the EIS.

**Q:** Is this a legislated process?

A: Yes, NEPA requires this process is a law.



# PRINCIPALINATION OF THE PRINCIPAL PRI



June 2009
Project Update

## AGENDA

- Public Informational Open House
- Illinois NEPA/404 Merger Meeting
- 3) Corridors to Alignments
- 4) Alternatives Evaluated in Matrix5) Rankings6) Next Steps

Timeline

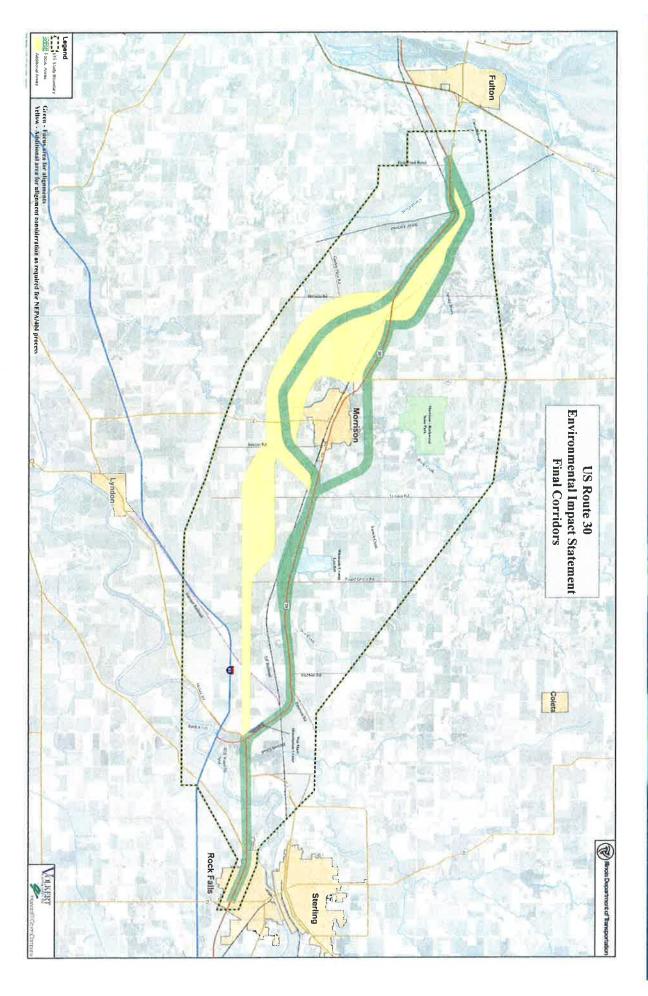
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- January 29, 2009; 1:00-7:00pm; Morrison
- 237 people attended
- Presented Environmental Issues, Schedule, CAG Corridors & Final Corridors



# Corridors Presented



# House Concerns/Comments Public Informational Open

project? **Environmental Issues** Agricultural Land What progress has been made with the Preference for Corridor South of Morrison Development

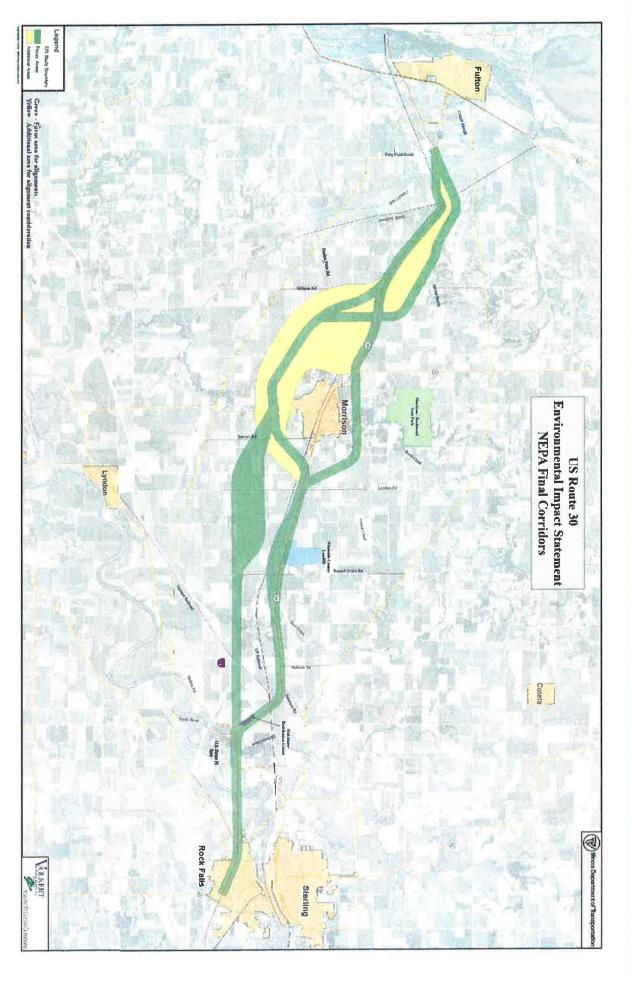


# 404 MERGER MEETING HULINOIS NEPA



PROJECT UPDATE
February 3, 2009

## Final Corridor



# rridors (1400 feet wide) to Ali

## EXAMPLE OF PROCESS

# HOW DOES A HIGHWAY GET FROM PLANNING TO CONSTRUCTION?

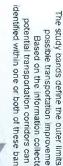
THE EXAMPLE BELOW ILLUSTRATES THE PROCESS OF SELECTING A FINAL ROADWAY ALIGNMENT ONCE A NEED HAS BEEN SHOWN FOR ITS CONSTRUCTION



study alternative transportation a red dashed line) prompt a need to for an existing roadway (highlighted with Traffic congestion and safety concerns to initiate roadway improvement studies. the Illinois Department of Transportation Local officials work in coordination with



identified within one or both of these bands. The study bands define the outer limits of potential transportation corridors can be possible transportation improvement Based on the information collected,







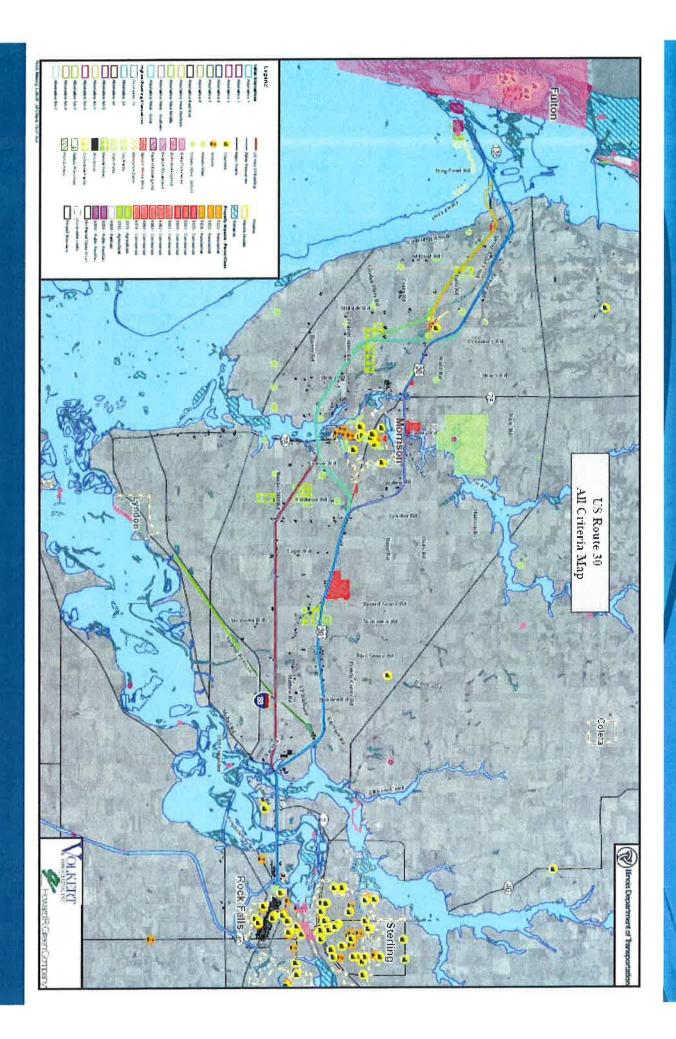
to the final design phase for construction alignments, one will be selected to move forward construction costs of the highway. From these this phase includes the detailed analysis of impacts each roadway could have. Additionally, is refined further still to determine the specific location of a proposed roadway. The information benefits. The alignments represent the actual impacts while achieving the greatest transportation the study corridors that offer the least relative Alternative Alignments are developed within

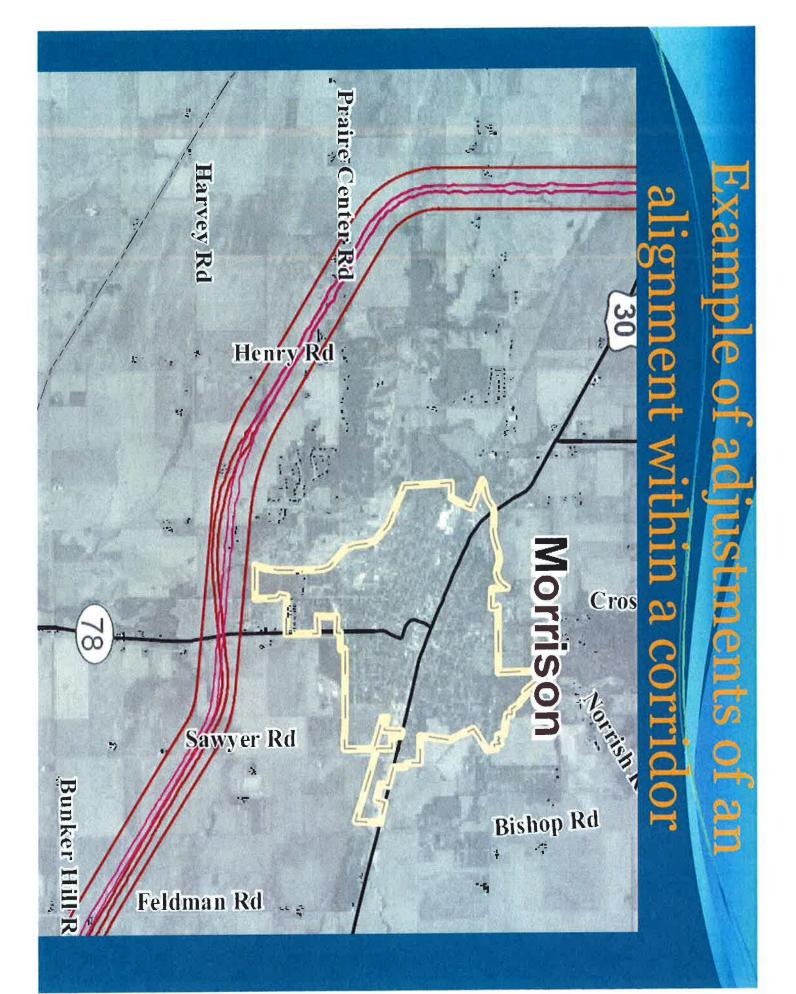








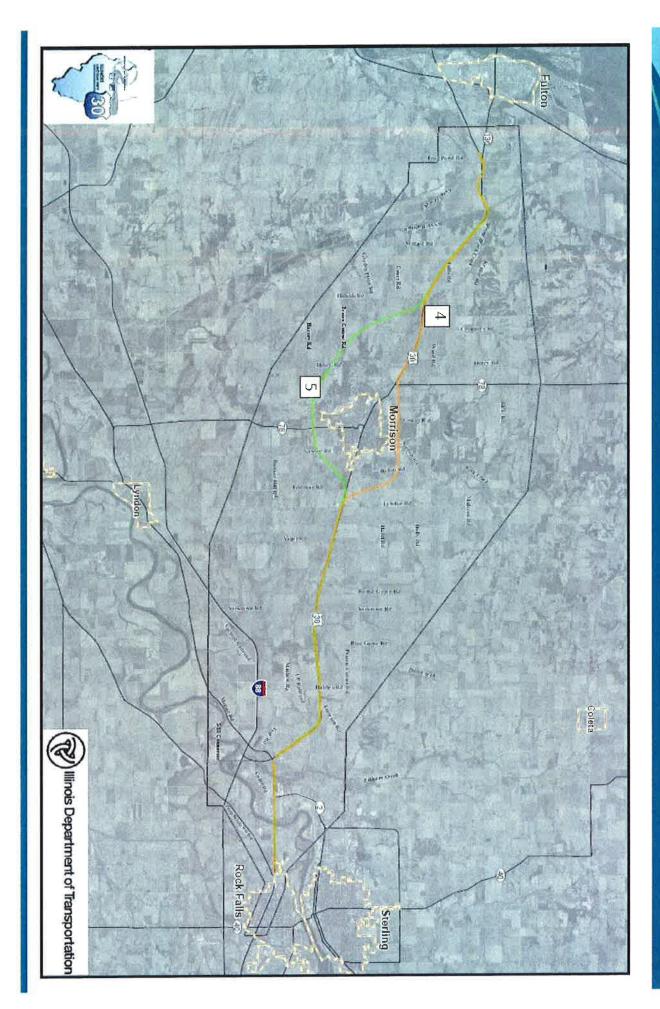


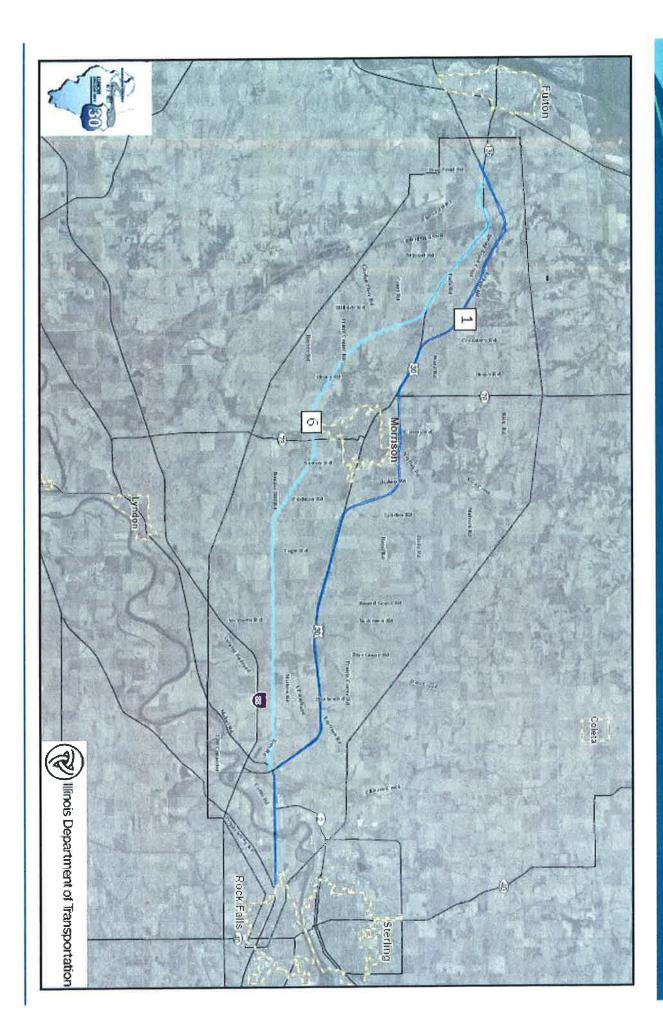


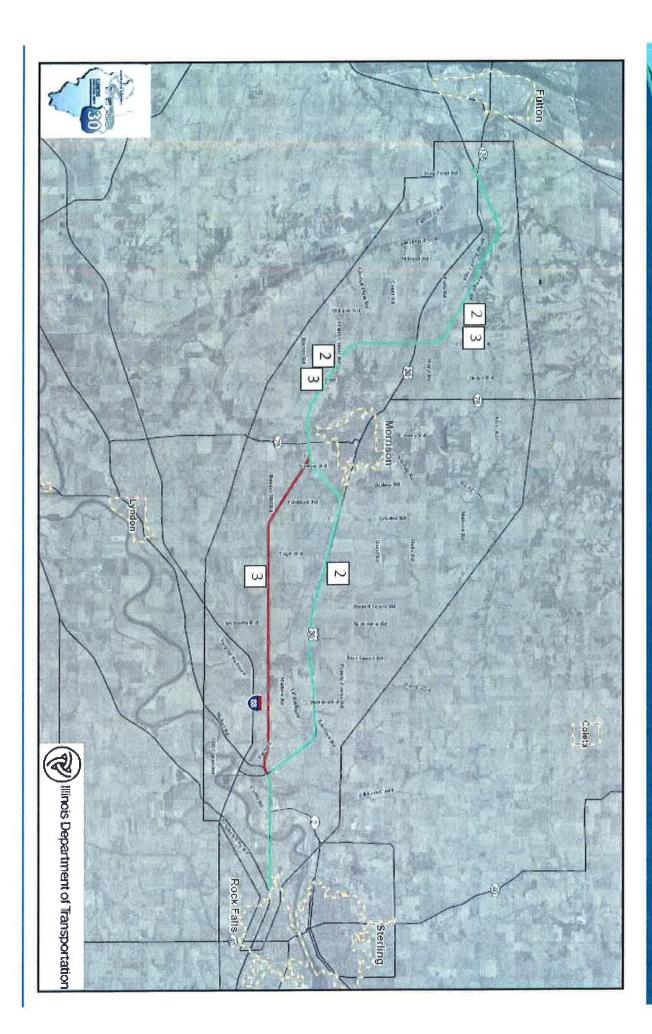
# Alternatives Evaluated in Matrix

- Six (6) Alternative alignments were screened against 23 factors within four (4) major categories:
- Traffic & Safety
- Social & Economic
- Environmental
- Cost
- The alignments were then scored and ranked









## Next Steps

- Begin in-depth study of six (6) alternative alignments
- Take alternative alignments west of Morrison to NEPA/404 Merger Meeting in September



## nee

- DEIS Chapters on Affected Environment and Alternatives to IDOT: July 2009
- PSG & CAG Identify Alternative for Detailed Study: Nov 2009
- Public Informational Open House #3 January 2010
- NEPA 404/Merger Meeting; Alternatives To Be Carried Forward: February 2010
- DEIS signed: October 2010
- Public Hearing: January 2011
- FEIS signed: January 2012
- ROD signed: June 2012



# for your Continued Support !!!!



QUESTIONS???





## U.S. ROUTE 30 EIS & PHASE I DESIGN REPORT WHITESIDE COUNTY NATURAL AREA GUARDIANS JUNE 11, 2009 - ODELL COMMUNITY CENTER/LIBRARY 6:00p.m.

## Attendees:

Name	Phone	Address	Email
Sauly Rideon	772-4117	517 N. Henere	
MARIAWAE+			
BILL BIAGI	956-0222	604 GREENINOOD	
Bothe Dinges Hope	S	Po Box 6 Featon	
Music Smith	772-2996	morrison, Il.	
C Fambo	4-7317	μ 11	
Jana Jandon	212-7699	503 D Wall Str.	-
(Bob Stone	3098874691	Fretten Il	
Char Knuckten		10080 Bull Bel Rick Julle &	
Carolyn Kells	er 815-676-475	9 1716 W. 4th Steel	ne.
anna wheat	815-537-501	13272 Blackfort Rd. Pit	wn
Don Owlar	815-718-5072	17 1	
Telm faller	626-4759	1718 W4 Sterling	-
Elisa Rideout	815.772.4117	517 N. Genesce St	
Margo Owano	815 625 -7071	19396 NOEL CT MORRISON	owano@att.net
Her Bocks	815772753	16020 Staley Rob	
		/	

IDOT – Becky Marruffo, Dawn Perkins, Mark Nardini, Cassandra Rodgers Volkert & Associates – Mike Walton, Bridgett Jacquot H.R. Green Company – Jon Estrem, Gil Janes Kaskaskia Engineering Group – Mary Lou Goodpaster This meeting was held in order to provide the Whiteside County Natural Area Guardians (NAG) an update on the U.S. 30 project. The NAGs were provided with a copy of the presentation.

Dawn Perkins of IDOT kicked off the meeting by welcoming and thanking the NAGs for attending the meeting.

### Purpose & Need

Mike Walton went on to provide an overview of the Purpose & Need for the project which is to reduce traffic congestion, improve traffic capacity, improve safety, accommodate freight, and establish roadway continuity.

### Environmental Survey Results to be Discussed in the Draft Environmental Impact Statement (DEIS)

Mary Lou Goodpaster provided the details of the environmental survey results for the biological, wetlands, cultural, and special waste issues that will be discussed in detail in the Draft Environmental Impact Statement (DEIS). During her discussion of the biological survey results, she explained that no federally listed threatened or endangered species were collected during the studies conducted for the US 30 project. However, there are historic records of federally listed species for the study area, and the project team will continue to coordinate with US Fish & Wildlife Service.

It was not stated in the meeting but for informational purposes two additional Myotis individuals (a post-lactating female and a juvenile) exhibited some, but not all, the diagnostic features characteristic of the Indiana bat. Thus, although a definitive identification was not made, it is possible that an Indiana bat maternity colony inhabits the riparian corridor or island on the west side of the Rock River. No Indiana bats were caught at this site in 2008. We have to assume they are present.

During the wetlands discussion, Mary Lou explained that about 80 wetlands had been confirmed in the study area. Based on the vegetation present within the wetlands, there are no "high quality" wetlands. After the meeting it was determined that there are three sedge meadows and one wet meadow that are of considered high quality wetlands.

The better quality wetlands in the study area are sedge meadows. In addition, Mary Lou explained that other issues that will be discussed in the DEIS are agriculture, socio-economic, air, and noise. All of the completed biological reports are available on the U.S. 30 website <a href="http://www.dot.il.gov/us30/index1.html">http://www.dot.il.gov/us30/index1.html</a>. In addition, a hard copy of the reports were given to Elisa Rideout after the meeting for the NAG group.

The environmental surveys are conducted by the Illinois Natural History Survey (INHS), Illinois State Geological Survey (ISGS), and the Illinois Transportation Archaeological Research Program (ITARP). The environmental survey results are coordinated with the Illinois Department of Natural Resources (IDNR), Illinois Department of Agriculture (IDOA), Illinois Environmental Protection Agency (IEPA), Illinois Historic Preservation Agency (IHPA), U.S. Fish & Wildlife Service (USFWS), U.S. Environmental Protection Agency (USEPA), and the Army Corps of Engineers (COE).

The National Environmental Policy Act (NEPA) process is the process that IDOT and FHWA are required to follow for this project. NEPA states that government agencies must be responsible for their actions and impacts to the environment. The purpose of NEPA is to avoid, minimize, and mitigate environmental impacts.

The DEIS will include documentation of the affected environment (description of the environment within the project study area), environmental consequences (description of the environmental impacts associated with each alternative), and the measures that are being taken to minimize harm to the environment. Documentation will be prepared for: social/economic, agriculture, cultural resources, air quality, noise, groundwater resources, surface water & aquatic resources, wetlands, floodplains, natural resources, wildlife resources, threatened & endangered species, special lands, special waste, permits/certifications, and visual resources.

#### **Corridors to Alignments**

Jon Estrem presented the corridor and alignment portion of the presentation. The project started with corridors that were approximately 1400 feet wide and the project has progressed to the development of alternative alignments of approximately 200 feet wide; this would be width required for a four lane highway, which is what was assumed when developing the footprints for the alternative alignments. Six initial alignments were created.

Adjustments to the six initial alignments were made in order to avoid or minimize impacts. The following adjustments were made with the assumption of a cross section of a divided 4-lane:

- Center of each corridor
- Use of existing highway and right of way (ROW)
- Other adjustments that include: environmental resources, houses, farms, businesses, potential historic properties, cemeteries, use of existing bridges, and improved locations for stream crossings.

The entire length of each alignment was studied to find potential adjustments. The NAG was shown an example of an adjustment to avoid structures south of Morrison.

After the adjustments were made, the six alternative alignments were screened in a matrix against 23 factors within four major categories: traffic & safety, social & economic, environmental, and cost. The alignments were then scored and ranked. The NAGs were provided a copy of the matrix in the presentation handout.

#### Description of the six alternative alignments

Each alignment as described below starts on the west end of the project at IL 136/Frog Pond Road and continues east to the Moline Road intersection.

The alignments west of Morrison go either north of U.S. 30 or stay on existing U.S. 30

- The alignments continue and go either north or south of Morrison
- The alignments east of Morrison go either south of U.S. 30 or stay on existing U.S. 30 until Moline Road
- From the Moline Road intersection, all alignments continue on existing U.S 30 to the IL 40 intersection.
  - Alignment #1 North, North, Existing
  - Alignment #2 North, South, Existing
  - Alignment#3 North, South, South
  - Alignment #4 Existing, North, Existing
  - Alignment #5 Existing, South, Existing
  - Alignment#6 Existing, South, South

#### Rankings

Alternatives 4 and 5 ranked #1 Alternative 6 ranked #3 Alternative 1 ranked #4 Alternative 2 and 3 ranked #5

#### Potential Environmental Impacts

Potential environmental impacts associated with the six alignments were discussed. It was pointed out that the alignments have been adjusted to avoid and minimize environmental impacts. As the alignments move forward in the study, the alignments will continue to be refined to avoid as many environmental impacts as possible.

- Currently there are impacts to agricultural ground and are severances to farm properties.
   Impacts of these alignments and eventually the preferred will be discussed in a separate agricultural technical report and summarized in the DEIS.
- o Centennial and Sesquicentennial farms have been identified within the project study area and a few are currently impacted.
- o There are some impacts to special waste sites. Special waste can be mitigated either prior to or during construction.
- There are a number of city parks and Morrison Rockwood State Park within the project study area. Currently there are no direct impacts to parks.
- 27 potential historic structures have been identified by the Illinois Historic Preservation Agency (IHPA). If any of these structures are impacted, a separate report will need to be produced and coordinated with the IHPA for signature.
- There are no impacts to the Lyndon Agnew Nature Preserve. IDNR does not allow impacts to nature preserves unless in very unique situations. At this point in time, no impacts are expected.
- There are minimal impacts to wetlands. Any impacts to wetlands will require mitigation. Due to
  the location of these wetlands within an agricultural community, a majority of the wetlands are
  degraded and most likely will require a low ratio of mitigation.
- o 100 year floodplains, forests, wildlife habitat, and prairies have been identified. Currently there are no impacts to prairie.
- Displacements are also considered an environmental issue as part of the human environment.
   Currently there are a number of displacements associated with the alternative alignments.
   Twice as many displacements would occur with Alternatives #1 and #4.

#### <u>Timeline</u>

The completion of Phase I is anticipated for June 2012.

#### **Comments, Question & Response**

Question: What is NEPA? Response: National Environmental Policy Act; it will be explained later in the presentation.

Question: What area has been studied for environmental resources? Response: The area is highlighted on the map. It is approximately 10 miles wide and 25 miles long.

Question: What are visual resources? Response: An example would be the bluffs north of the Quad Cities; you would not want to ruin that view with a roadway that is not designed to be sensitive to the visual quality of an area.

Question: Is USGS involved? The Illinois State Geological Survey (ISGS) conducts some of the environmental surveys.

Question: What about the covered bridge? Response: Alternative #4 currently goes north of the covered bridge.

Question: Are bike trails being considered? Response: Yes, bike trails must be considered under IDOT policy and therefore will be considered as part of this project.

Question: Which environmental impact is considered more significant: a noise impact or a wetland impact? Response: Wetlands have stronger laws to protect them but at this point, we have not done the in-depth studies to make that type of decision at this time.

Question: Where did the costs come from? Response: The cost analysis was done in-house and includes maintenance costs.

Question: What is the traffic volume just east of Morrison? Response: Currently 6,000 to 8,000 ADT and 11,000-12,000 in the City of Morrison with 11-25% of that being truck traffic.

Question: Will trucks (mainly local carrying grain and cattle) be able to access the roadway? Response: There will be limited access and to secondary roadways; similar to IL 2.

Comment: The discussion of area geology and visual resources should include a discussion of the Paha glacial features west of Morrison. Response: We will look into it.

Question: Is the floodplain mapping based on FEMA? Concerns were expressed about the accuracy of that mapping as evidenced by recent flooding in New Orleans and Cedar Rapids. Response: We are required to use the FEMA mapping as the basis for our floodplain analysis under NEPA. However, detailed hydrologic modeling will be conducted during design for the selected alternative.

Comment: The presenter discussed the generally low quality of the wetlands in the study area, but that quality could be greatly improved by proper management. Response: That is true, and is one of the reasons that state and federal law protect all wetlands, regardless of quality. However, the mitigation requirements established under the Illinois Interagency Wetlands Policy Act are based, in part, on the existing wetland quality.

Question: Can wetland mitigation for this project take place anywhere in Illinois. Reponses: Except under very special circumstances, mitigation must be conducted within the same major watershed area as the impact. There are two wetland mitigation banks in District 2 (one in the Rock River Basin and one in the Mississippi River Basin) that are doing very well and wetland impacts from this project (if any) may be mitigated at these locations. Alternatively, a mitigation site may be selected within the project study area.

Comment: Alternative 4 goes between Morrison and the State Park. Concerns were expressed about the impacts, especially noise, to the park from a nearby major transportation facility. In addition there were concerns about "destroying" the park and separating the park from the city of Morrison. How will these impacts be taken into account, and has any coordination occurred with the Morrison State Park staff? Response: A meeting has been held with representatives of the State Park. While they noted that a highway facility near the park would provide better visibility and access for the park, they also noted some concerns. The impacts of this alternative, including potential increases in traffic noise, will be fully evaluated and additional coordination will occur with the park representatives.

Question: Why are you in the north? Response: NEPA requires that we look at all viable alternatives and the one to the north is still a viable alternative.

Question: Has coordination with the railroads taken place — what are their opinions about the alternatives? Response: We have had only limited coordination with the railroads to date. The project team is very experienced in working with railroads. The railroad companies are generally not interested in being highly engaged in the early stages of highway planning. We will contact them when we have an appropriate level of information to share with them.

Question: How old are the traffic and accident data that were used in the development of the project's Purpose and Need? Have changes in the economy affected the need for an improved facility? Response: The analysis of need was initially based on 2007 data: traffic and accident data are updated every two years and we expect to have the new data shortly. These data will continue to be updated throughout the course of the study. The traffic and crash analyses are available on the US 30 website.

Comment: Getting semis off of our nation's highways should be a high priority for transportation planning.

Question: Will local traffic be able to access the new US 30? Response: The study is based on the assumption that this facility would be an expressway, not a freeway. Access would be more limited than it is now, but at grade intersections will likely be provided for every crossroad.

Question: Will all secondary roads have intersections? Response: At this time we have no plans to close any county or township roads.

Question: What about overall US 30 system continuity — what is lowardoing about its sections of two-lane US 30. Response: Gil Janes discussed the status of upgrading US 30 within lowa.

Question: What is considered special waste? Response: Any hazardous waste site such as the landfill, gas stations and certain factories.

Question: What about impacts to businesses in Morrison from construction of a bypass? Response: The socioeconomic impacts of the alternatives, including impacts to businesses inside Morrison, will be assessed as part of the EIS process.

Question: Has any consideration been given to the presence of the ancient Mississippi River channel west of Morrison? Response: This will be part of the floodplain analysis.

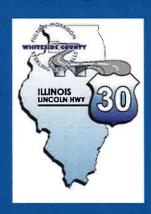
Question: What takes precedence, impact to agricultural land or impact to buildings? Response: In the NEPA process the Natural Environment outweighs the Human Environment.

Comment by Consultant Team: Under NEPA the Natural Environment does outweigh the Human Environment but substantial opposition from the public can cause an alignment to be eliminated.

Question: What is the ROD? Response: Record of Decision.



# U.S. ROUTE 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



WHITESIDE COUNTY
NATRUAL AREA GUARDIANS
June 11, 2009

## **AGENDA**

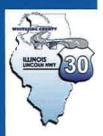
- 1) Purpose & Need
- 2) Environmental Survey Results to be discussed in the EIS
- 3) NEPA Process
- 4) DEIS Outline
- 5) Corridors to Alignments
- 6) Adjustments to Alignments
- 7) Alternative Alignments evaluated in Matrix
- 8) Matrix Information Summary Sheet & Rankings
- 9) Potential Environmental Impacts
- 10) Timeline



# Purpose & Need

#### Reduce Traffic Congestion

- Based on existing & projected traffic volumes
- Improve Traffic Capacity
  - Based on existing & projected Level of Service
- Improve Safety
  - Based on crashes & roadway deficiencies
- Accommodate Freight
  - Not ideal for designation as a Class II Truck Route
- Establish Roadway Continuity
  - Provide system linkage in the northwestern portion of the State and within the local transportation network



# Environmental Survey Results to be discussed in the EIS

#### Biological

- Creeks & Rivers 22 stream sites
  - 19 sites are poor, 3 sites are fair, None were ranked good or excellent
- Floodplain: 100 year and 500 year
- No Threatened & Endangered species or habitat
- Nature Preserve/Natural Areas

#### Wetlands

- 114 wetland site determinations; 293 acres of wetland; 75 wetland sites
  - Majority are Marshes; severely degraded
  - Four high quality wetland meadows

#### Cultural

- 27 structures have been deemed potential NRHP eligible by IHPA
- Section 4f/6f sites include historic sites, Morrison State Park, and City parks
- Centennial Farms

#### Special Waste

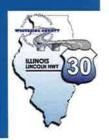
- Preliminary Waste Assessment Reports have been completed
- Seven sites identified as sites with special waste concerns



# Other Environmental Issues to be discussed in the EIS

In addition to the environmental issues discussed on the previous slide:

- Agriculture
- Socio-Economic
- Air
- Noise



# Biological Resources Technical Report

> On website

http://www.dot.il.gov/us30/index1.html



# Who conducts the environmental surveys?

- Illinois Natural History Survey (INHS)
- Illinois State Geological Survey (ISGS)
- Illinois Transportation Archaeological Research Program (ITARP)



# What environmental regulatory agencies must these results be coordinated with?

- Illinois Department of Natural Resources (IDNR)
- Illinois Department of Agriculture (IDOA)
- Illinois Environmental Protection Agency (IEPA)
- Illinois Historic Preservation Agency (IHPA)
- U.S. Fish & Wildlife Service (USFWA)
- U.S. Environmental Protection Agency (USEPA)
- Army Corps of Engineers (COE)



#### NEPA PROCESS

- National Environmental Policy Act
- Government agencies must be responsible for their actions and impacts to the environment
- Avoid, minimize & mitigate



## **DEIS** outline

#### Affected Environment, Environmental Consequences:, & Measures to Minimize Harm

#### Social/Economic

- Communities
- Demographics
- Employment
- Businesses
- Property Taxes
- Neighborhoods
- Public Facilities/Services
- Land Use & Zoning
- . Environmental Justice

#### Agriculture

- Whiteside Co. statistics
- CRP/CREP
- Centennial Farms
- Soils
- Prime/Unique/Important Farmland
- Impacts to Farm Operations

#### **Cultural Resources**

- Historic Resources
- Archeological Resources

#### Air Quality

- Microscale Analysis
- Conformity
- Mobile Source Air Toxics
- Construction Related Particulate Matter

#### Noise

- Noise levels
- Evaluation of Abatement Measures

#### **Groundwater Resources**

- Aquifers
- Groundwater Quality

#### Geology & Soils



## **DEIS** Outline

# Affected Environment, Environmental Consequences, & Measures to Minimize Harm

#### Surface Water & Aquatic Resources

- Watershed Characteristics
- Physical & Biological Parameters
- Water Quality

#### Wetlands

- Wetland Plant Community
- Wetland Functions

#### Floodplains

- 100 year floodplain
- Natural & Beneficial Floodplain Values
- Floodways

#### **Natural Resources**

- Natural Divisions
- Cover Types
- Upland Forest
- Invasive Species

#### Wildlife Resources

- Forested Habitat
- Grassland Habitat
- Important Wildlife Areas

#### Threatened & Endangered Species

State & Federal Species and Habitat

#### **Special Lands**

- Section 6f Lands
- OSLAD Act Lands

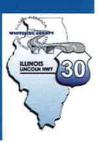
#### **Special Waste**

- Hazardous
- Nonhazardous

#### Permits/Certifications

#### Visual Resources

- Existing US 30
- Relocated US 30



#### Corridors (1400 feet wide) to Alignments (200 feet wide)

#### **EXAMPLE OF PROCESS**

#### HOW DOES A HIGHWAY GET FROM PLANNING TO CONSTRUCTION?

THE EXAMPLE DELOW ILLUSTRATES THE PROCESS OF SELECTING A FINAL ROADWAY ALIGNMENT ONCE A NEED HAS DEEN SHOWN FOR ITS CONSTRUCTION.



Local officials work in coordination with the Illinois Department of Transportation to initiate roadway improvement studies. Traffic congestion and safety concerns for an existing roadway (highlighted with a red dashed line) prompt a need to study alternative transportation improvements.



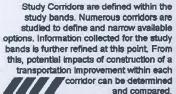
The study bands define the outer limits of possible transportation improvement. Based on the information collected, potential transportation corridors can be identified within one or both of these bands.







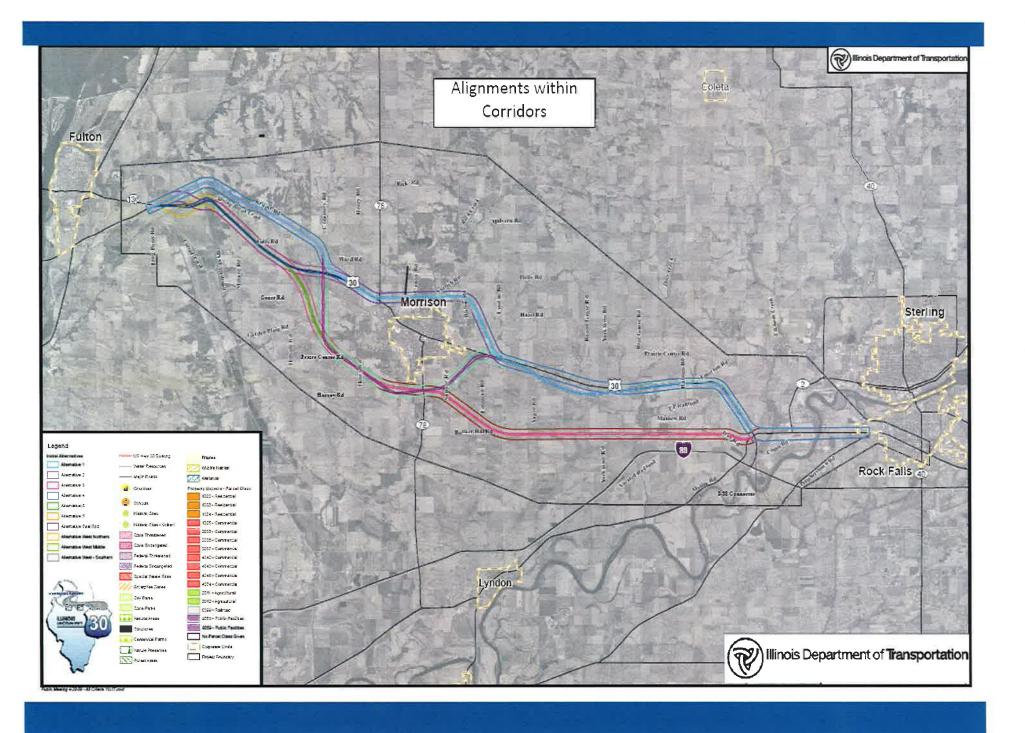
Alternative Alignments are developed within the study corridors that offer the least relative impacts while achieving the greatest transportation benefits. The alignments represent the actual location of a proposed roadway. The information is refined further still to determine the specific impacts each roadway could have. Additionally, this phase includes the detailed analysis of construction costs of the highway. From these alignments, one will be selected to move forward to the final design phase for construction.









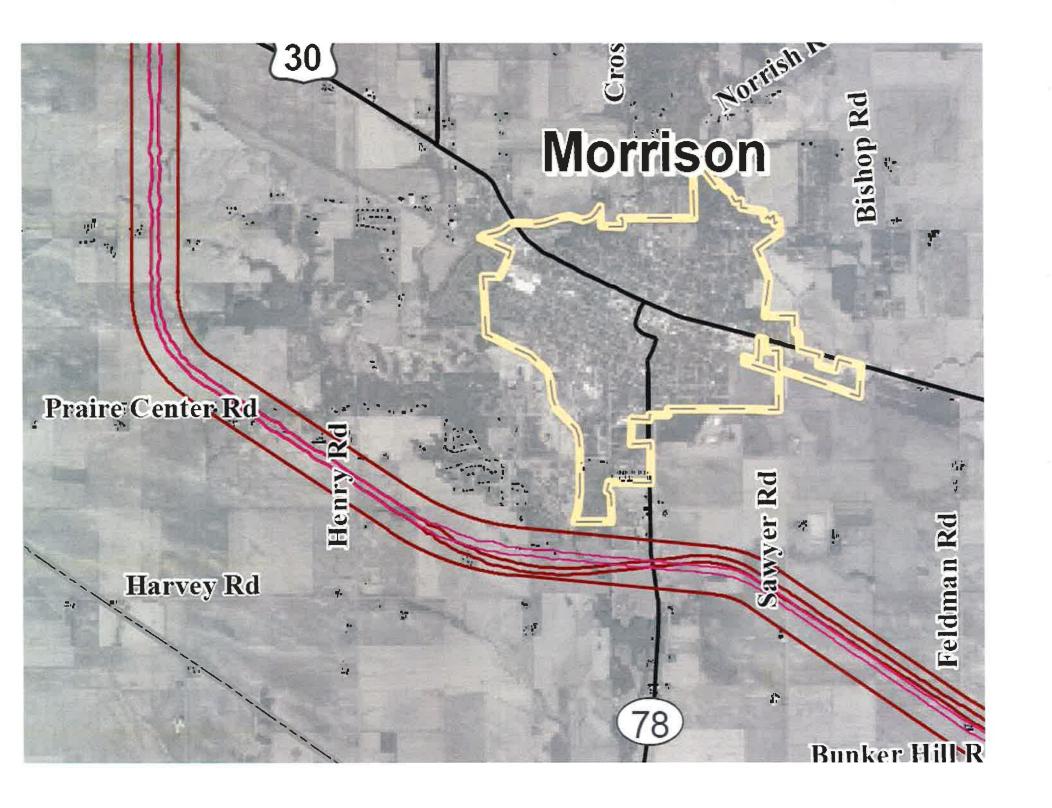


## Adjustments to Initial Alignments to Avoid or Minimize Impacts

- Assumed Cross Section: Divided 4-Lane
- Initial Alignments: Center of Each Corridor
- Initial Adjustments: Use of Existing Highway & ROW
- > Other Adjustments:
  - Environmental Resources
  - Houses, Farms & Businesses
  - Potential Historic Properties
  - Cemeteries
  - Use of Existing Bridges
  - Improved Locations for Stream Crossings
- The entire length of each alignment was studied to find potential adjustments.



<sup>\*</sup>Map on next slide shows an example utilizing Alternative 3\*



# BREAK

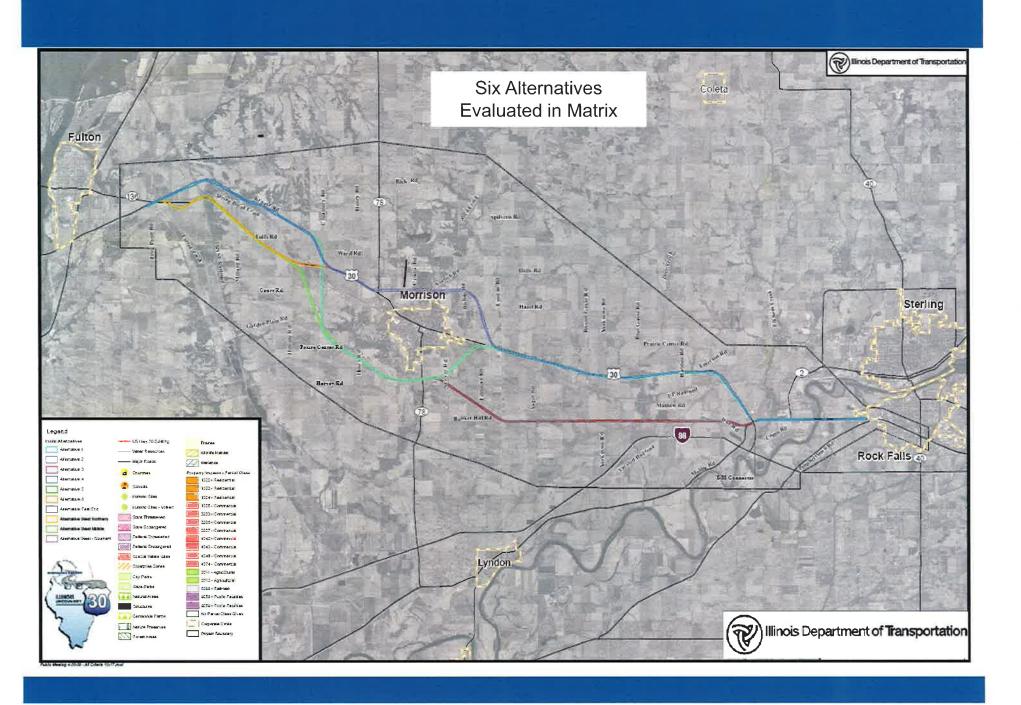


### Alternatives Evaluated in Matrix

- Six (6) Alternative alignments were screened against 23 factors within four (4) major categories:
  - Traffic & Safety
  - Social & Economic
  - Environmental
  - Cost
- The alignments were then scored and ranked

\*Map on next slide illustrates the six (6) alternative alignments screened in the matrix\*





#### N F O R M A T I O N

M

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#### US Route 30 - Whiteside County Information Summary

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Cost								
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#### US Route 30 - Whiteside County Rankings

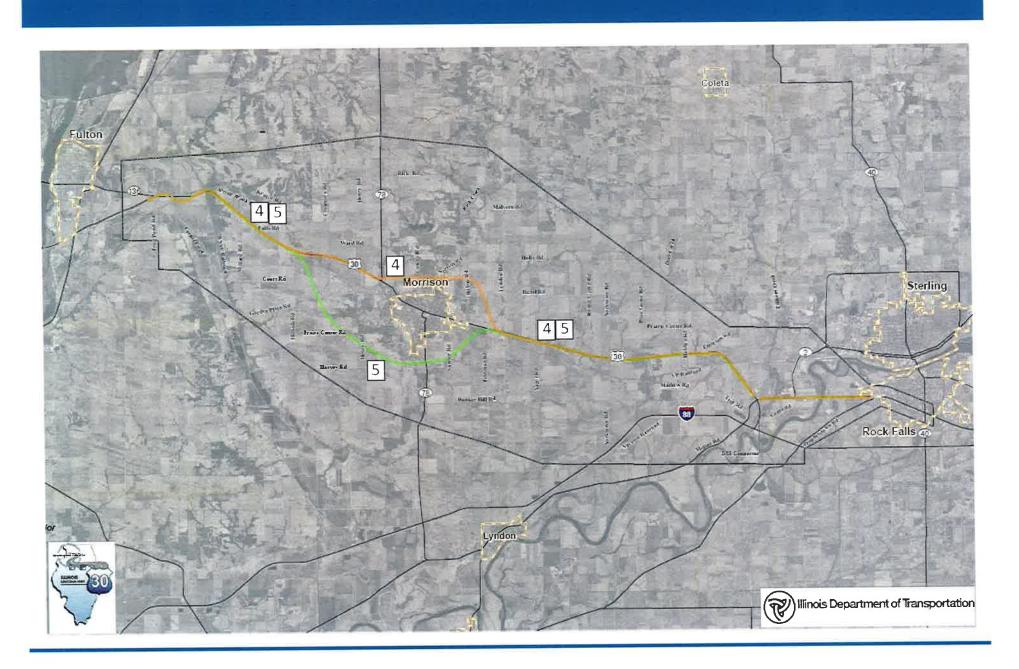
ALTERNATIVES

Evaluation Factor	Definition / Clarification	ALTERNATIVES					
E VALUACION PACCO	Demand / Contrication	Alt 1	Alt 2	AR 3	AR 4	Alt 5	Alt 6
Teather & Statute	215.60	224.00	194.80	222.20	229.60	204,60	
Traffic & Safety		Rank: 4	Rank: 2	Renk 6	Rank: 3	Rank: 1	Renk: 5
Traffic Operations / Congestion Relief	Evaluate alternatives from traffic ops standpoint using LOS LOS point values (1-8) totalled for each assembly	100.00	100 00	100 00	100 00	100.00	100 00
Ublization of Improvements	Reduction of ADT along existing US 30 in design year	81 80	85 00	64 80	86 20	89 60	72 80
Potential for Cresh Reduction	Evaluate based on crash reduction factors. Point values totalled for each alternative.	34 00	39 00	30 00	35 00	40 00	32 00
Environmental Sensitivity - Social and Economic Criteria		162,01	207:30	240.05	251,40	235.96	272.20
		Hank: 6	- Plank: 6	Rank: 3	Rsnk12	Rank 4	Rank: 1
Property Impacts	Evaluate magnitude of property acquisitions by type	23 40	13 19	0 00	41 82	29.35	16 49
Agricultural Land Impacts	Everuate atternatives relative to Congtudinal Familiano	0.00	55 56	55 56	33 33	88.89	77 7B
Agricultural Carlo Impacts	Evaluate atternatives relative to Diagonal Farm Severance	34.38	0 00	3 13	100 00	12 50	21 88
Ensplacements/Structural Impacts	Evaluate displacements/structural impacts by type	0.00	31 25	56 25	0.00	31 25	56 25
Centennial Famil Impacts	Evaluate atternatives relative to disturbance of certificinal terms	80 95	57 31	33 16	62 96	23 85	0.00
Economic Sustainability	Evaluate potential to sustain the economic viability of the communities	13 28	50 00	199 97	13.20	50 11	100 00
Environmental Sensitivity - Additional Criteria		792.65	791.65	864.60	616.77	900.03	977,70
		Rank: 6	Rank; 6	Hank: 3	Rank: 4	Rank: 2	Rank:
Special Waste	Evaluate potential impact on special waste sites	40 00	80 00	100 00	0 00	60 00	80 00
Section 41/106 Properties	Evaluate potential impact on 4/1/0/ properties (pen land, recreational land, historic sides)	40 00	60 00	100 00	0.00	60 00	100 00
Fjoodplam	Evaluate potential impact on floodplains - longitudinal	94 15	100 00	100 00	27 30	33 07	0.00
Floodplasn	Evaluate political impact on floodplants - diagonal	31 06	7 87	0 00	94 87	40 92	70 48
Natural Area	Evaluate potential impact to Natural Area	100.00	100 00	100 00	100 00	100 00	100 00
Nature Preserve	Evaluate potential impact to Nature Preserve	100.00	100.00	100 00	100.00	100.00	100 00
Air Quality	Eveluate potential impact on air quality	100 00	100 00	100 00	100.00	160 00	100 00
Water Resources	Evaluate potential impacts to streams using Habitat Assessment Score	22 22	5 58	0.00	22.22	5 58	0.00
Wetlands	Evaluate potential impacts to wettands using Floristic Quality Index (FQI).	60 31	0 00	54 10	80 22	37 88	92 20
Threatened & Endangered	Evaluate potential impacts to T&E species by type	100 00	100.00	100 00	100.00	100 00	100.00
Forest Areas	Evaluate potential impact on forested areas	0.00	26 18	10 48	58 22	94 44	78 90
Pranes	Evaluate potential impact on prames	00 001	100 00	100 00	100 00	100 00	100 00
Wildlife Habitet	Evaluate potamos imports to high quanty ward to cover thees	4 93	12 24	0.00	53 93	68 16	58 12
Cost		30,16	10.69	6.22	38.36	27,46	27,08
N. S. C.		Rank: 2	Rank 5	Rank (6	Rank: 1	Rank 3	Rank
Project Cost	Opinion of probable cost for construction & land acquistion	1291	0.00	6.32	11 73	7 92	12 33
Operational & Maintenance Costs	Evaluate costs as reflected by resulting lane miles	17 24	10 69	0 00	26 63	19 48	8 72
•	17 Rank Pts	18 Rank Pts	18 Rank Pts	10 Rank Pts	10 Rank Pts	11 Rank	
OVERALL RANK OF ALTERNATIVE		Rank; 4	Rank: 5	Rank: 5	Rank: 1	Rank; 1	Rank:

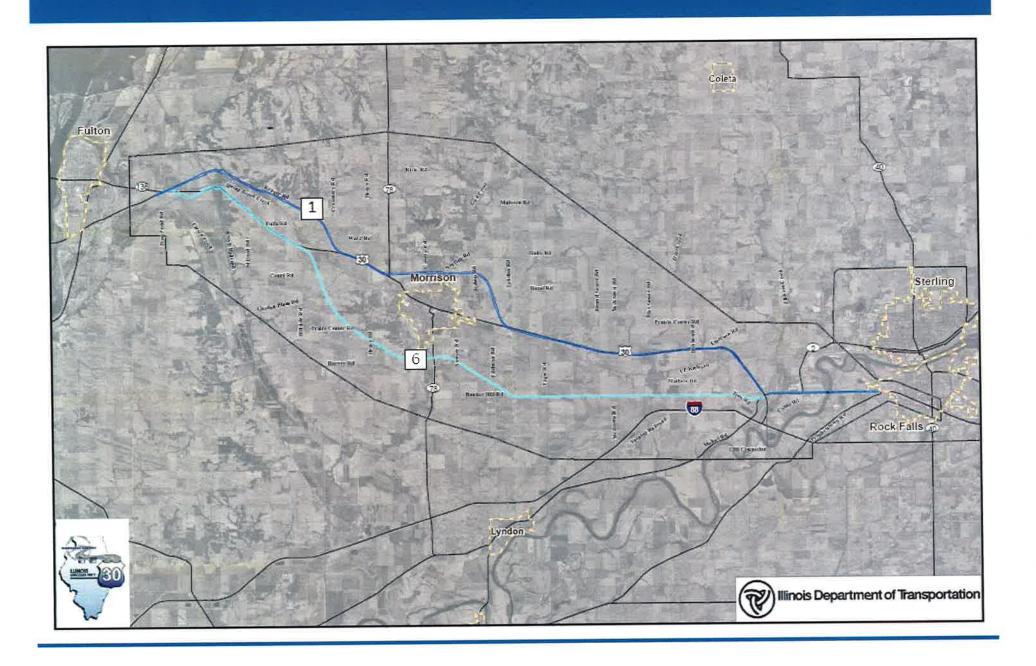


#### Alternative 4 ranked #1

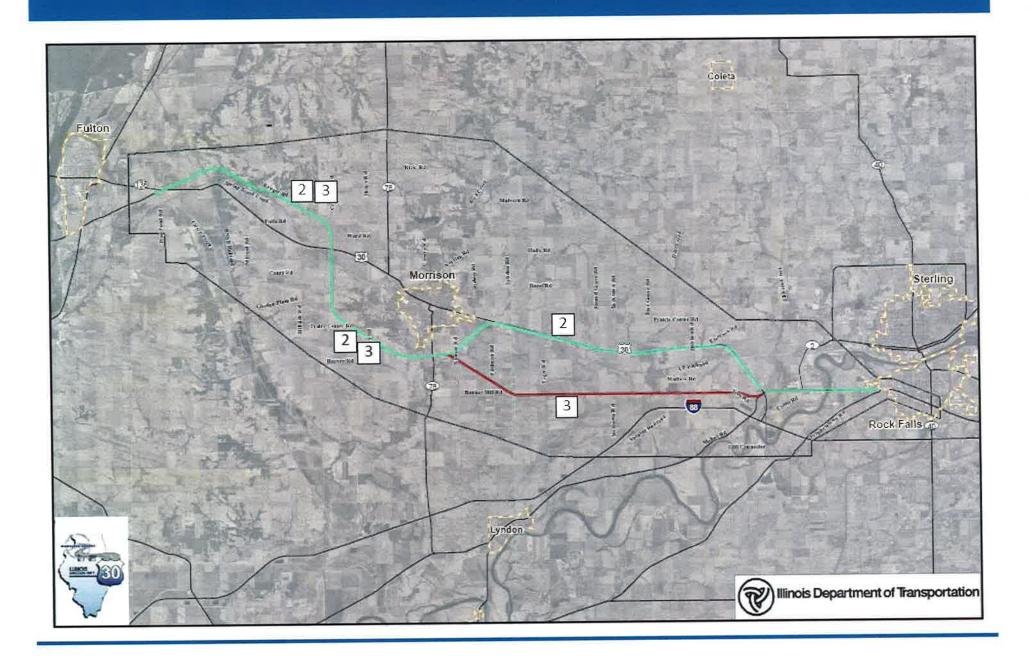
#### Alternative 5 Ranked #1



#### Alternative 1 Ranked #4



#### Alternative 3 ranked #5

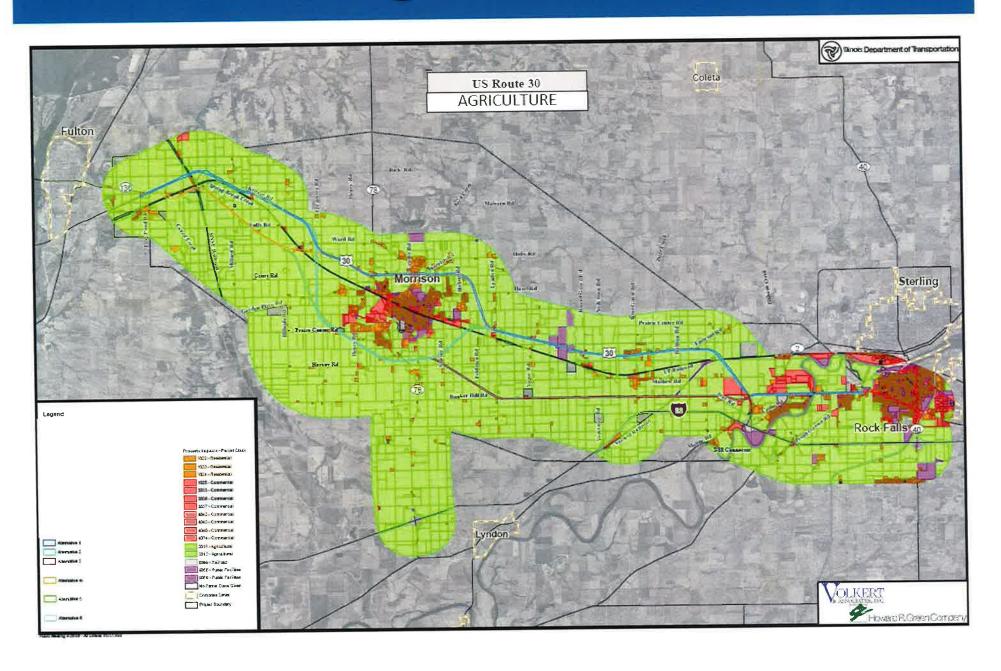


# Potential Environmental Impacts

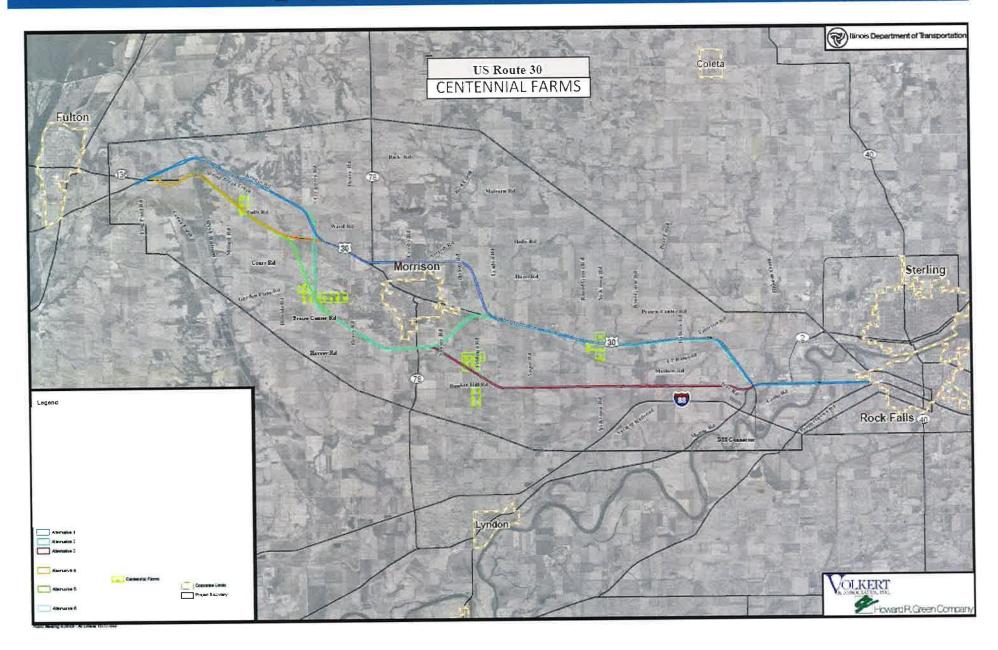
- Alignments have been adjusted to avoid and minimize environmental impacts.
- As alignments move forward in the study, they will continue to be refined to avoid as many environmental impacts as possible.



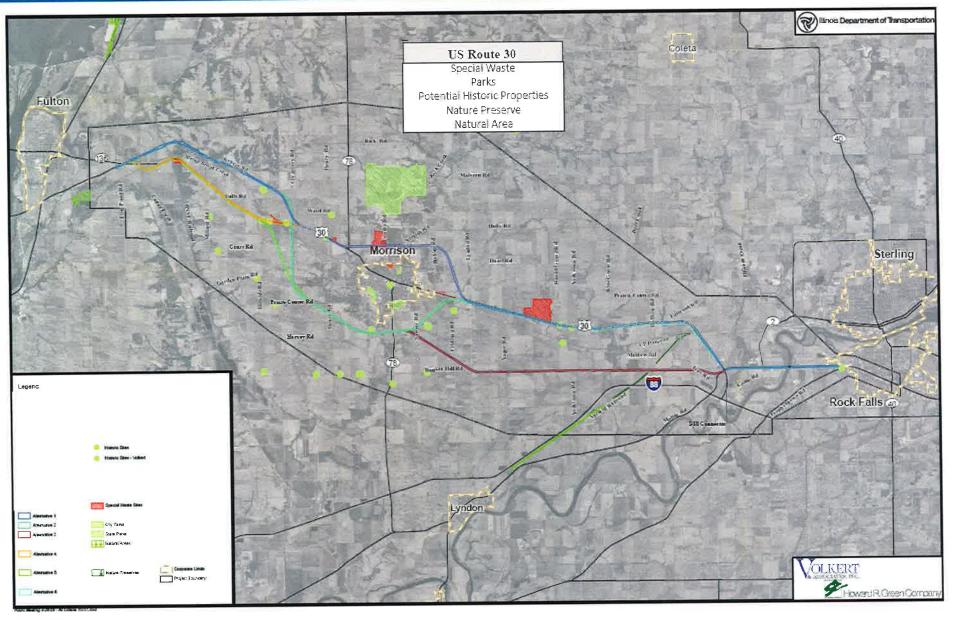
# Agriculture



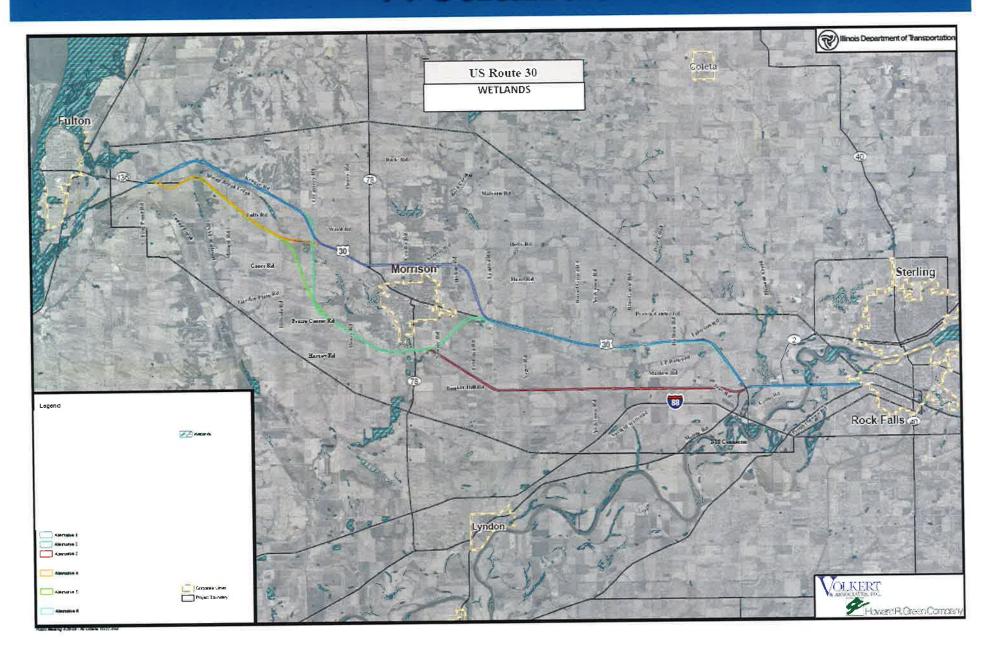
# Centennial Farms



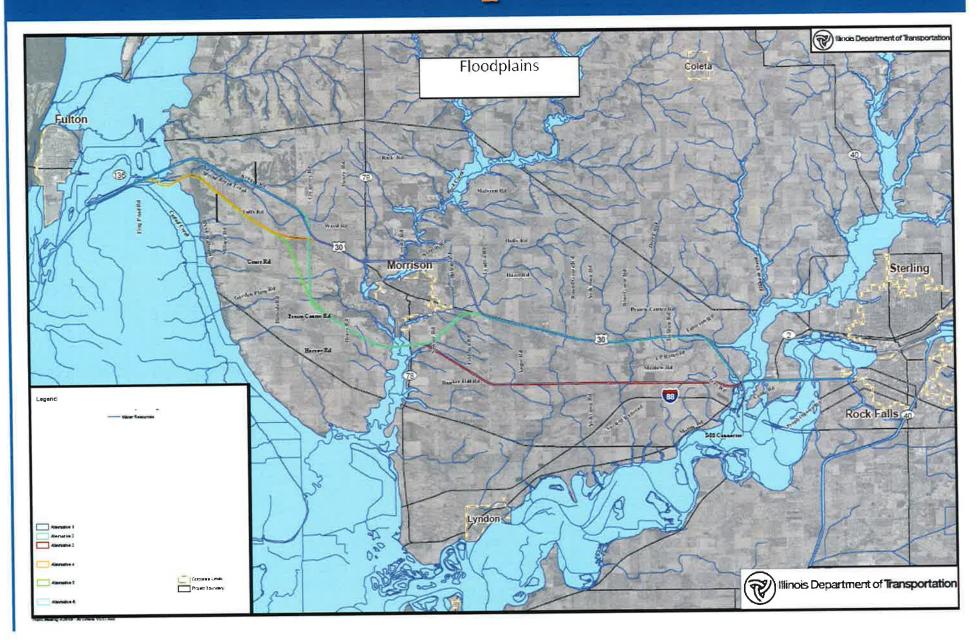
#### Special Waste/Parks/Potential Historic Properties/ Nature Preserves/Natural Areas



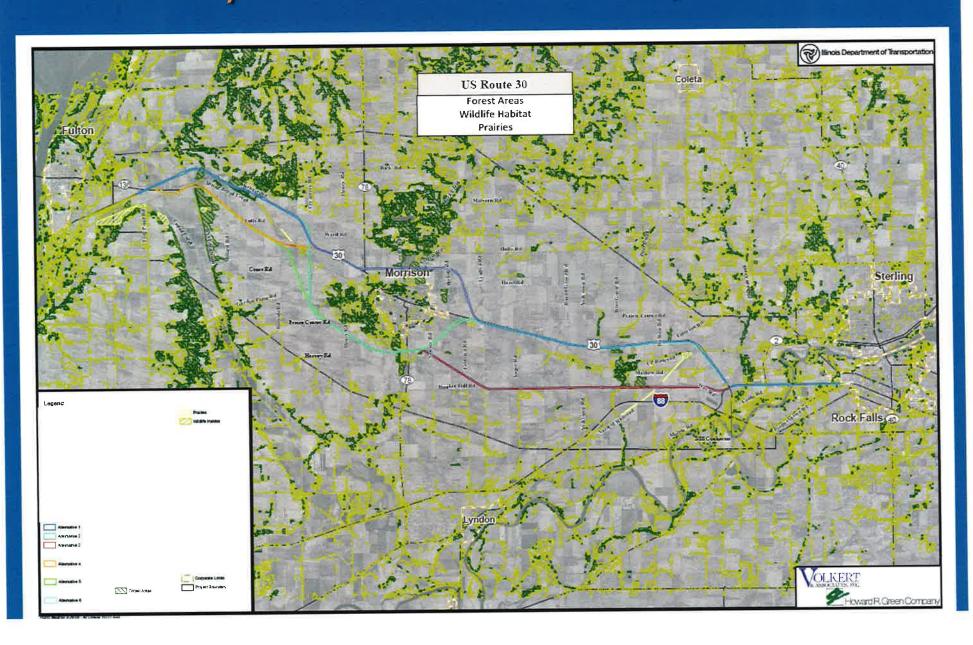
# Wetlands



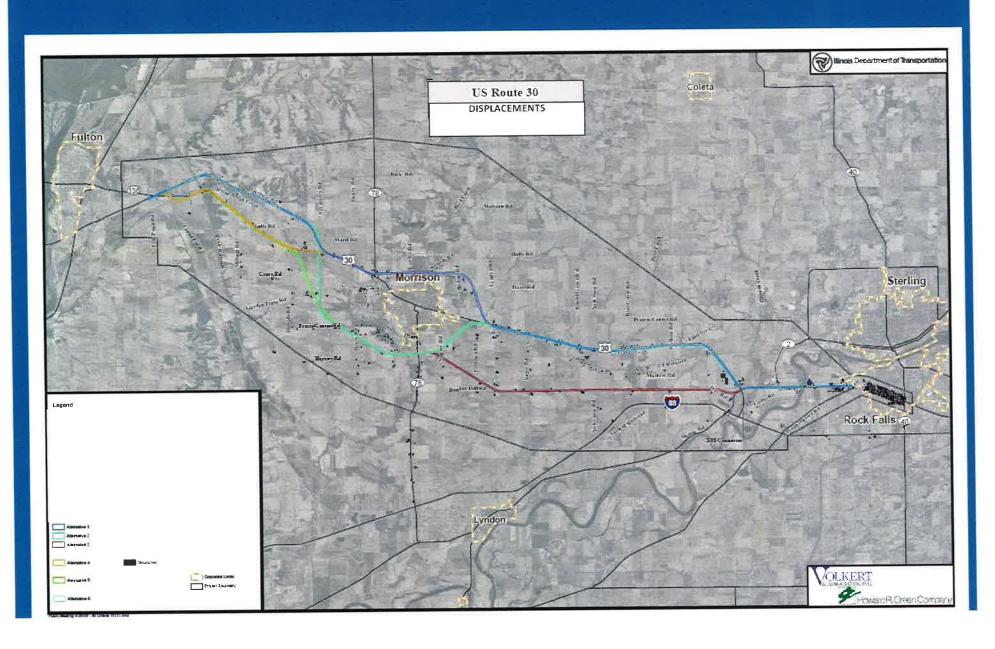
# Floodplains



# Forest/Wildlife Habitat/Prairies



# Displacements

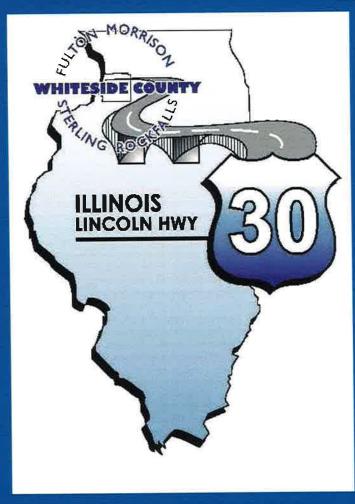


# Timeline

- Begin in-depth study of six alternative alignments:
   June 2009
- DEIS Chapters on Affected Environment and Alternatives to IDOT: July 2009
- > NEPA/404 Merger Meeting: September 2009
- > PSG & CAG Identify Alternative for Detailed Study: Nov 2009
- Public Informational Open House #3: January 2010
- > NEPA/404 Merger Meeting: February 2010
- > DEIS signed: October 2010
- Public Hearing: January 2011
- > FEIS signed: January 2012
- > ROD signed: June 2012



# Thank You for your Continued Support !!!!







#### MEETING MINUTES U.S. 30

#### **Environmental Impact Statement & Phase I Design Report**

Date: April 15, 2010

Time: 5:00pm

Location: Odell Public Library, Morrison, Illinois

Subject: Stakeholder Meeting – Businesses of Morrison

The purpose of meeting was to discuss the concerns of the businesses of Morrison in regard to a potential bypass of Morrison with the construction of a new U.S. 30 route. The stakeholder group that was being addressed is the Area Business Development Alliance.

### **AGENDA**

- 1. Introductions
- 2. Meeting Objectives & Ground Rules
- 3. Project Overview
- 4. Project Study Process
- 5. Where are we in the Process?
- 6. Bypass Study
- 7. Questions Received from Morrison Businesses

#### INTRODUCTIONS

Mr. Bob Vaughn of the Area Business Development Alliance opened the meeting by thanking IDOT for attending and providing information in regard to the U.S. 30 project study.

Ms. Becky Marruffo of IDOT next introduced the IDOT staff in attendance, and Mr. Mike Walton of Volkert introduced the consultant team.

#### MEETING OBJECTIVES

Ms. Marruffo went on to state that IDOT's objective for this meeting was to provide information as it pertains to the businesses of Morrison in regard to the U.S. 30 project, gather input from the business community, and answer questions from the business community. Although advertised by the Area Businesses Development Alliance as a public meeting, it should actually be considered a stakeholder meeting.





#### **GROUND RULES**

In order to make the best use of the time, some ground rules were established:

- 1. Input from all participants is valued and considered
- 2. Please hold questions until after the presentation
- 3. Advocate respectful interaction of all parties
- 4. Wrap up meeting by 7 pm

#### **PROJECT OVERVIEW**

Mr. Walton provided a project overview:

- Project limits are from IL 136 east of Fulton heading east to IL 40 in Rock Falls
- The project study area is approximately 24 miles long and 10 miles wide

With the help of the Community Advisory Group (CAG), a problem statement for the project was created: "The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing traffic volume and congestion which overloads the area-wide traffic system, compromises safety, mobility and reduces the quality of life of the adjacent communities. There is a need for improved economic development and accessibility to the region while preserving agricultural and environmentally significant areas."

This problem statement helped develop the Purpose & Need Statement for the project. A Purpose & Need Statement is required by the National Environmental Policy Act (NEPA) as part of the Environmental Impact Statement (EIS) process. The alternatives to be considered and the preferred alternative must address the Purpose & Need. The goals of the Purpose & Need Statement for this project are:

- 1. Reduce Traffic Congestion
  - Current and projected average daily traffic volumes in Morrison exceed 10,000.
- 2. Improve Traffic Capacity
  - Current and projected LOS in Morrison are the lowest in the study area.
- 3. Improve Safety
  - Factors for increased accident potential include high traffic, low LOS, intersections, side friction, sight distance, roadway geometry.
- 4. Accommodate Freight
  - Truck traffic is high in Morrison. The downtown is an incompatible environment for truck traffic.
- 5. Establish Roadway Continuity





 In the long-term provide a continuous stretch of 4-lane highway throughout the study area.

#### **PROJECT STUDY PROCESS**

Mr. Walton went on to explain the project study process:

- The level of effort necessary in order to complete an environmental study and Phase I
  Design Report for a project of this size requires an EIS to be conducted. This
  requirement comes from the National Environmental Policy Act (NEPA) which states that
  government agencies must be responsible for their actions and the resulting impacts to
  the environment. The EIS is currently being developed.
- The engineering studies for this project are ongoing and follow DOT design policies and guidelines. As a part of this work, efforts to minimize environmental impacts and displacements are being made.
- The project has incorporated a highly intensive process of public involvement called Context Sensitive Solutions (CSS). CSS is an approach that strives to:
  - Strike a balance between cost, safety, mobility, community and the environment.
  - Apply flexibility in the design to fit the project to its surroundings.
  - o Involve stakeholders in the decision-making process.
    - Project Study Group (PSG) FHWA, DOT, Public Agencies
    - Community Advisory Group (CAG) Cross Section of Stakeholders
    - Stakeholder Meetings
    - Public Meetings

#### WHERE ARE WE IN THE PROCESS?

Mr. Walton next explained that the following milestones have been achieved with the help of the Project Study Group (PSG) and Community Advisory (CAG):

- Corridors were identified within the study area: Twenty-eight corridors were identified. The corridors were established at a width of 1400 feet.
- Several alternative alignments have been developed and analyzed within the corridors.
- Six alternative alignments at a width of approximately 220 feet are currently under consideration in addition to a NO BUILD alternative. These alternative alignments were illustrated in the latest U.S. 30 newsletter.

The next step in the project's process is to complete the Draft EIS and go to a Public Hearing. After that process, a recommended alignment will be chosen. This will be accomplished with the help of the PSG and CAG and will involve a public input during the Public Hearing.





#### BYPASS STUDY

Ms. Jacquot presented this portion and stated that significant concerns have been expressed by the members of the Morrison Business Community regarding the potential impacts of a US 30 bypass. A Bypass Study is currently under development by IDOT to thoroughly study any potential impacts to the businesses of Morrison.

Bypass Study Guidelines established in IDOT's Community Impact Assessment manual will be utilized in order to complete the study. The following is a summary of what will be in the report:

#### 1. Business Activity

- Identify traffic-dependent and non-traffic dependent businesses along U.S. 30 and within downtown Morrison
  - Typically Traffic-Dependent Businesses Examples: Restaurant, lounge, convenience stores, confectionery, gas stations, hotel, motel, vegetable stand
  - Traffic-Dependency Uncertain: Garden center, hardware, food market, antiques, art/craft/gift, video, recreational, boat sales/service, flea markets
  - Typically Not Traffic-Dependent Examples: Bank, medical services, personal grooming, pharmacy, auto sales/parts, legal, furniture, veterinary, industrial, real estate agency, laundry, newspaper/printing, insurance, mortuary, appliance stores/repair
- Determine anticipated effects of potential business closings (qualitatively in terms of sales and property taxes)
- o Identify potential for new businesses due to the bypass

#### 2. Social/Community Characteristics

- Bypass Effects on Community Cohesion
- Anticipated Access Changes
- Increased/Decreased Safety
- o Effects on Noise

#### 3. Mitigation/Suggestions

- Engage Stakeholders
- o Access
- Signing
- Zoning policies
- Tax incentives
- Advertising Campaigns
- Logo Identification





Ms. Jacquot stated that some of the mitigation efforts IDOT could potentially be a part of is providing access and signage. She also stated that it was important to note there are many mitigation efforts the city of Morrison can carry out themselves in anticipation of a bypass such as establishing a land use plan, economic development plan, zoning policies, offering tax incentives, start an advertising campaign for the city and creating a logo that can be identified with the city of Morrison.

A draft of this Bypass Study will be available for review by the businesses of Morrison in September.

### PRIMARY QUESTION FROM THE BUSINESSES OF MORRISON

The next portion of the meeting, Ms. Marruffo provided an answer to what seemed to be one of the primary questions from the businesses of Morrison. The question is "Why is IDOT not proposing to widen U.S. 30 through town?" It was explained that in 2004, IDOT completed a study that proposed to widen U.S. 30 to a three-lane through town from IL 78 North to French Creek. The public voiced such strong opposition to the project that the project limits were reduced to Jackson Street to French Creek. It was further explained that the project currently being proposed is for the construction of a four-lane transportation corridor. Therefore, a three-lane widening would not meet the policy for which this project is being planned. In addition, it would not meet the goals of the Purpose & Need Statement. Lastly, a four-lane section through town would cause even more extensive impacts than those identified in the 2004 study, which include:

- Potential displacements of churches, gas stations, historic properties, businesses and residences would result.
- A reduction in sales and property tax receipts would result from any such displacements.
- High truck traffic volumes would continue to cause noise and safety concerns within the business and residential areas through town.

#### QUESTIONS RECEIVED FROM MORRISON BUSINESSES

The last portion of the meeting consisted of Mr. Gil Janes reading questions submitted by the Morrison business community prior to the meeting and then providing the answer. After this the remainder of the meeting was in an "open house" format where individuals could speak with the IDOT and consultant staff one on one.

The following are the questions and answers:



### Illinois Department of Transportation



1. Is this Rt. 30 bypass still being considered? If so, where will it go exactly? 4 lane? Who's paying for it?

Yes, a bypass alignment is still under consideration. IDOT is currently studying six alternative alignments for US 30 and a recommendation for a final alignment has not yet been made. The roadway configuration under study for this project is a 4-lane expressway. A 4-lane configuration has been determined to be necessary based on the projected traffic volumes for the corridor and the established purpose and need for the project.

Construction funding is not currently available. If funding becomes available in the future it will most likely include a mix of federal and state funding, and may also include local funds.

2. Has the state decided on a north or south route for the bypass?

No, a final alignment has not been determined. Six alternatives are still under study, which include both north and south alignments.

3. When is the estimated date of construction for the bypass?

Construction timing will be dependent on the availability of funding for the project. No construction funding is currently available for this project. At a minimum, preliminary design, final design & land acquisition will require another 8 to 10 years, all of which must be completed prior to beginning construction of the project if funding does become available.

4. Why aren't the businesses being represented on the CAG group as we are the folks directly affected one way or another? It seems that the group was cherry picked to influence the process in the direction that benefits Clinton, Fulton and Rock Falls at the expense of Morrison.

The CAG was selected by gathering information regarding groups, organizations, and agencies from the communities within the project study area representing a wide cross-section of people and interests. In addition, plat maps were researched to identify farm owners, property owners, and home owners from various areas within the project study area. IDOT was careful to select members throughout the project study area with the goal of creating an unbiased group. The intention of CAG members is to serve as your representatives and to be a pipeline for information exchange to and from the project development team. There are thousands of people who will be affected by the project. It is unmanageable to involve such a large number of people directly in the design process. Therefore, a specific group of people were selected to represent the interests of many.





IDOT has hosted a total of five CAG meetings since the inception of the US 30 Phase I Study. The Department believed that the businesses of Morrison were effectively represented because the CAG members have clearly expressed that economic

development is one of the primary issues associated with this project. This is evidenced within the key issues stated by CAG members during their September 12, 2007 meeting, as follows:

- o Impacts to Morrison Downtown Business District & Route 30 Businesses
- Economic Impacts Good and Bad in Morrison
- o Business Displacements in Morrison
- Stay close to Morrison & not adversely affect
- o Potential loss of downtown Morrison business
- Staying as close to Morrison in order to not by-pass the City

Additionally, the CAG members developed the following problem statement:

"The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing in traffic volume and congestion which overloads the area-wide traffic system, compromises safety, mobility and reduces the quality of life of the adjacent communities. There is a need for improved economic development and accessibility to the region while preserving agricultural and environmentally significant areas."

A project Purpose and Need was developed in conjunction with the CAG that identifies key criteria that must be satisfied with any alternative:

- 1. Reduce Traffic Congestion
- 2. Improve Traffic Capacity
- 3. Improve Safety
- 4. Accommodate Freight
- 5. Establish Roadway Continuity

If these criteria are not satisfied by a specific alternative, then that alternative will be considered unacceptable.

We have recently received correspondence from several business owners in the area of downtown Morrison and understand that they feel their interests are not being taken into consideration. We were disappointed to learn that this is the case, as one of the most significant goals of this study is to hear, acknowledge and consider concerns of stakeholders during the development of the proposed roadway design. The Department is committed to this goal and will take additional steps as necessary to ensure that business





owners and all other stakeholders are provided with ample opportunities to provide input to the project team.

The minutes for all CAG meetings, the problem statement, and a roster of CAG members are located on the project website at http://www.dot.il.gov/us30/getinvolved2.html.

5. Would the State reconsider the three-lane project that they had originally planned through Morrison?

The study that proposed the construction of a three-lane roadway section from IL 78 (N) to French Creek in Morrison was completed in 2004. As a direct result of public comments and concerns, the project length was reduced to extend only from Jackson Street to French Creek. Resurfacing and maintenance work has been performed on the remaining roadway section, including the replacement of the bridge carrying US 30 over Rock Creek. No additional improvements to this section of roadway are funded at this point in time.

The construction of a three-lane roadway would not eliminate the safety and operational concerns associated with the non-compatible uses of the corridor with large truck traffic, increasing volumes of traffic, narrow lanes, sidewalks adjacent to the roadway, school crossings, and farm equipment use. As a result, construction of a three-lane roadway through the downtown area would not eliminate the need for a four-lane expressway routed outside of town to accommodate future traffic demands.

6. We have been told that the 4 lane bypass is needed, because of the traffic studies of the current highway 30 showing high traffic counts and safety issues, especially trucks. If the current situation is critical and the bypass may not be built within the next 15 years, what does IDOT plan to do in the interim?

As noted above, a project to construct a three-lane section was proposed for the downtown area several years ago, but due to public input the project was limited to improving the roadway between Jackson Street and French Creek. The replacement of the structure carrying US 30 over Rock Creek is currently underway. IDOT will continue to address the maintenance needs of the roadway including resurfacing and structural improvements as necessary to maintain the existing route.

7. Is there a plan "B" if the four- lane by pass is not built?

Several "plan B" options will be considered as the project study is developed. One possible option would be to construct a 2-lane bypass of Morrison as an initial step. Another option is to prioritize the various segments and construct a four-lane expressway within those segments. These options, as well as others, will be considered in determining the potential for roadway sections of independent utility that can be constructed if full funding for the





project is not available in the future. A "no-build" alternative will continue to be considered as a part of the study as well.

8. Would a 3 lane widening of Route 30 as it passes through Morrison satisfy the purpose and need statement of "To reduce traffic congestion, improve traffic capacity, improve safety, accommodate freight, and establish roadway continuity"?

A three-lane roadway configuration could potentially reduce traffic congestion, improve traffic capacity, improve safety, and accommodate freight based on our current traffic volumes. However, the proposed project and its roadway design/alignment must accommodate not only the traffic that utilizes the roadway today, but that which is anticipated to utilize the route within the next 20 years. Based on our projected traffic volumes, a three-lane improvement would be insufficient to meet the goals of the purpose and need statement within the 20-year timeframe.

9. Have they considered building a truck bypass around Morrison that could later be incorporated into the four-lane bypass, as an interim solution to the safety and the high traffic counts?

If a bypass were to be constructed it would be open to all motorists. Enforcement and control of a "trucks only" alternative route around Morrison would be infeasible. Currently, the alternatives under study are for a four-lane expressway, but the initial construction of only two of the four lanes could be an option, if funding permitted.

10. What will be the impact on my downtown or Highway 30 business if a by-pass is built around Morrison?

Based on historical results of previous bypass projects, we understand that a bypass has the potential to bring both positive and negative impacts to frontage and downtown businesses within the City of Morrison. As an example, one potential benefit to building a bypass around the city could be the minimization of commercial truck traffic travelling through the downtown area. However, we also realize that this change in traffic patterns may have a negative impact on some businesses in the downtown area, particularly businesses that are traffic-dependent. The determination of both positive and negative impacts depends significantly on the characteristics (e.g. proximity to the existing route, access, signing, etc.) of the route that is selected for further study, as well as the type and nature of the business. The project team is presently completing a "Community Impact Analysis" to assist in identifying issues and concerns specific to Morrison and ways to minimize impacts and improve the situation for business in Morrison.



The city of Morrison can take various steps to ensure the vitality of their business district in anticipation of a potential bypass. These steps might include developing a Land Use Plan, developing an Economic Development Plan, developing a Zoning Plan, providing tax incentives for new businesses, becoming a Certified Local Government (CLG), conducting

an advertising campaign in order to encourage visitors to come to Morrison, and developing a logo that identifies Morrison. Many of these steps can be taken by the city regardless of the construction of a bypass in the future. Such an effort may have additional positive impacts, such as providing opportunities for the city to obtain financial grants as well as additional enhancement funding for projects within the city.

Also, it may be noted that 20-year traffic projections indicate that more traffic will travel on the existing alignment (up to 7100 vehicles per day) than that which will travel on a bypass alignment (4900 vehicles per day). The existing US 30 roadway will not be eliminated if a bypass route is constructed in the future. It will continue as either a Business Route or as a local road providing direct service to downtown Morrison.

#### 11. With the economy the way it is, isn't it rather silly to bypass the town/businesses?

The Illinois DOT has the obligation and the responsibility to address capacity and safety concerns on the US Highway 30 corridor. The potential economic impacts of a bypass will be assessed as a part of the study, and we are working to ensure that the concerns of the business community are addressed during this process. In addition, it is well documented that bypasses often times have a positive effect on the business community if planned properly.

#### 12. If a bypass is built, who will maintain the existing Route 30 through town?

Maintenance of the roadway could remain the responsibility of the State, or a jurisdictional transfer agreement could be developed between the State and a local entity (City, Township or County). This would be determined during the final design phase of the project, which is not currently funded.

#### 13. Can the state help us help ourselves or is that a matter to take to our legislators?

Helping the community to help themselves by considering their input in the decision-making process and gathering their consensus is exactly what the public involvement process for this project is designed to do. The project team will continue to be available to provide information about the decisions taking place for this project. We will strive to ensure that the



### Illinois Department of Transportation



business community remains involved in this process, as well as all other members of the community. We continue to strive for all to be represented in the study and to keep our legislators involved and informed as well.





### U.S. 30 Environmental Impact Statement & Phase I Design Report



# Area Business Development Alliance

Morrison, Illinois
April 15, 2010

# Agenda

- Introductions
- Meeting Objectives & Ground Rules
- 3. Project Overview
- 4. Project Study Process
- 5. Where Are We in the Process?
- 6. Bypass Study
- 7. Questions Received from Morrison Businesses





# Meeting Objective

- 1. Provide Information on the Project to the Business Owners
- 2. Gather Input from the Business Community
- 3. Provide Responses to Questions sent Prior to the meeting





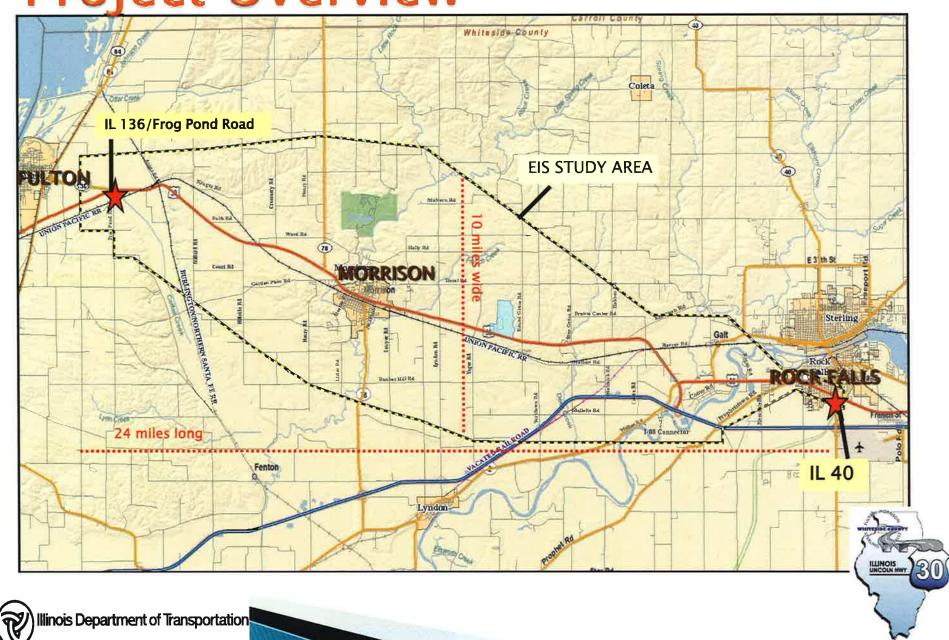
## **Ground Rules**

- Input from all participants is valued and considered
- 2. Please Hold questions until after the presentation
- 3. Advocate respectful interaction of all parties
- 4. Wrap up meeting by 7pm





**Project Overview** 



# **Project Overview**

### PROBLEM STATEMENT

The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing traffic volume and congestion which overloads the area-wide traffic system, compromises *safety, mobility* and reduces the quality of life of the adjacent communities. There is a need for improved *economic development* and *accessibility* to the region while preserving *agricultural and environmentally significant* areas.





# **Project Overview**

### **PURPOSE & NEED STATEMENT**

- Reduce Traffic Congestion
  - Current/proposed daily volumes in Morrison exceed 10,000
- Improve Traffic Capacity
  - Current/projected LOS in Morrison lowest in study area
- Improve Safety
  - Factors for increased accident potential: high traffic, low LOS, intersections, side friction, sight distance, roadway geometry
- Accommodate Freight
  - Truck traffic high in Morrison incompatible environment
- Establish Roadway Continuity
  - Long-term need to provide continuous stretch of 4-lane highway



# **Project Study Process**

- National Environmental Policy Act (NEPA)
  - Government agencies must be responsible for their actions and impacts to the environment
  - Environmental Impact Statement (EIS)
- Engineering Studies of the Project Area
  - Identify the appropriate design and location for an improved U.S. 30 route
  - Avoid and minimize environmental impacts and displacements
  - Follow DOT design policies and guidelines
- Incorporate a Process of Public Involvement called Context Sensitive Solutions





# Project Study Process CONTEXT SENSITIVE SOLUTIONS (CSS)

Plan in which transportation projects are designed to "fit" into their surroundings. It is an approach that incorporates the need to:

- Strike a balance between cost, safety, mobility, community needs, and the environment.
- Apply flexibility in the design to fit the project into its surroundings.
- Involve stakeholders in the decision-making process
  - Project Study Group (PSG) FHWA, DOT, Public Agencies
  - Community Advisory Group (CAG) Cross Section of Stakeholders
  - Stakeholder Meetings
  - Public Meetings





# Where Are We in the Process?

The following milestones have been achieved with the help of the PSG & CAG:

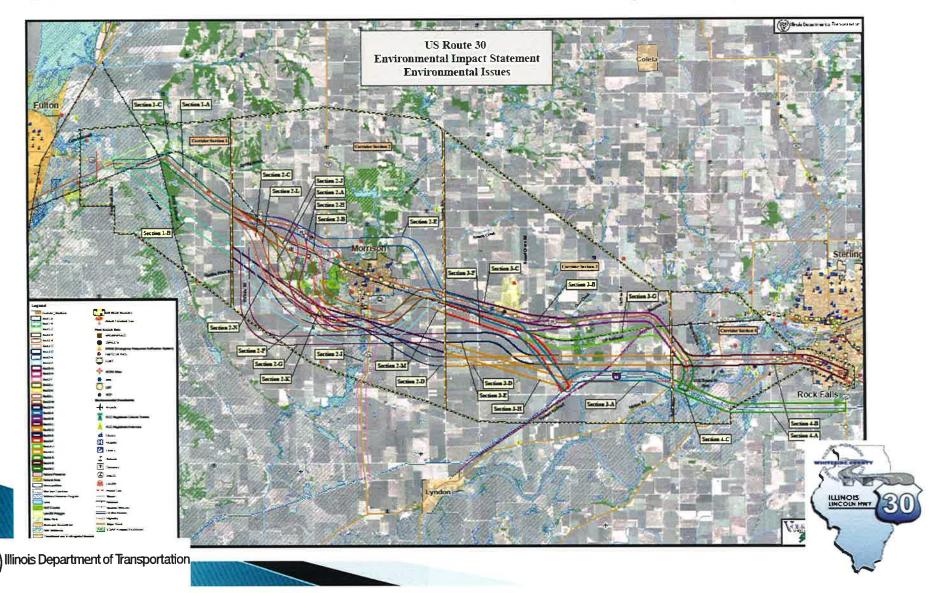
- Corridors identified within the study area
- Several alternative alignments developed and analyzed within the corridors
- Six alternative alignments are currently under consideration in addition to a NO BUILD alternative





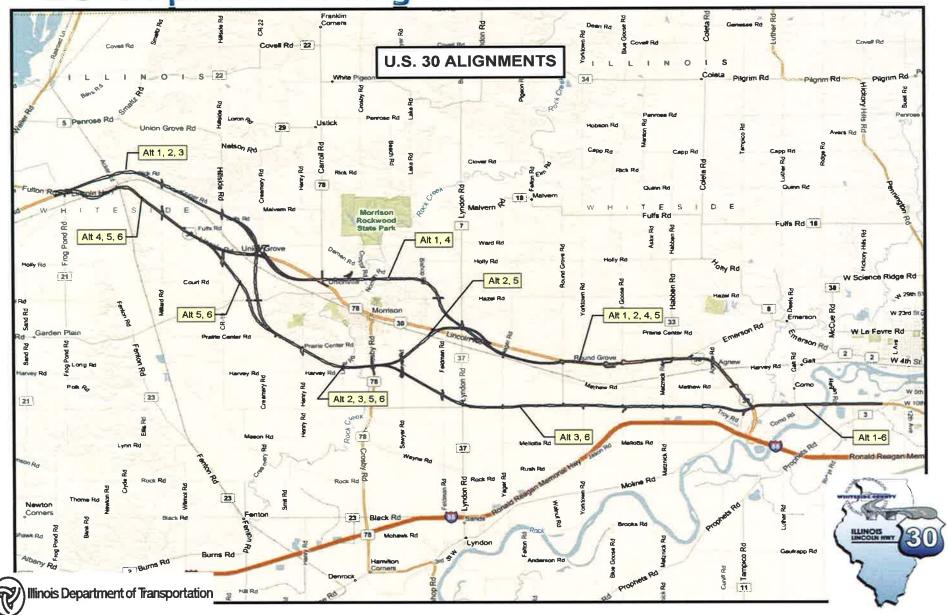
# Where are we in the Process?

Creation of Corridor Alternatives (2008)



### Where are we in the Process?

**Development of Alignments** 



# Where are we in the Process? Next Step - Select Recommended Alignments

- Project Study Group (PSG) Meeting (April 2010)
- Community Advisory Group (CAG) Meeting (May 2010)
- Public Meeting







### **BYPASS STUDY**

- Significant concerns have been expressed by the members of the Morrison Business Community regarding the potential impacts of a US30 Bypass.
- A Bypass Study is currently under development to thoroughly study any potential impacts to the businesses of Morrison.





## **BYPASS STUDY GUIDELINES**

These guidelines are provided by the IDOT Community Impact Assessment Manual

### 1. Business Activity

- Identify Traffic-Dependent and Non-Traffic Dependent businesses along U.S. 30 and within downtown Morrison\*
- Determine anticipated effects of potential business closings (qualitatively in terms of sales and property taxes)\*
- Identify potential for new businesses due to the bypass\*

### Traffic-Dependent Businesses\*

Restaurant, Lounge, Convenience Stores, Confectionery, Gas Stations, Hotel, Motel, Vegetable Stand

### Traffic-Dependency Uncertain\*

Garden Center, Hardware, Food Market, Antiques, Art/Craft/Gift, Video, Recreational, Boat Sales/Service, Flea Markets

### Not Traffic-Dependent\*

Bank, Medical Services, Personal Grooming, Pharmacy, Auto Sales/Parts, Legal, Furniture, Veterinary, Industrial, Real Estate Agency, Laundry, Newspaper/Printing, Insurance, Mortuary, Appliance Stores/Repair







## **BYPASS STUDY GUIDELINES**

### continued.....

# 2. Social/Community Characteristics

- Bypass Effects on Community Cohesion
- Anticipated Access Changes
- Increased/Decreased Safety
- Effects on Noise

### 3. Mitigation/Suggestions

- Engage Stakeholders
- Access
- Signing
- Zoning policies
- Tax incentives
- Advertising Campaigns
- Logo Identification





### **BYPASS STUDY**

- Anticipate DRAFT Bypass Study Report by September 2010.
- Allow Morrison Business Community the opportunity to review the Draft Bypass Study Report and discuss with the US30 Project Study Team.





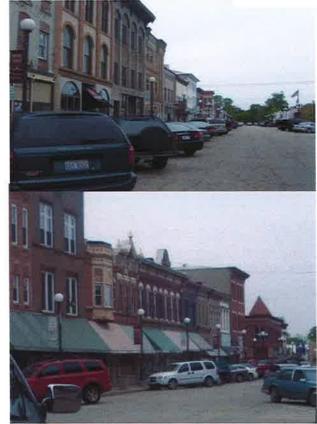
Primary Questions from the Businesses of Morrison

### Question:

Why is IDOT not proposing to widen U.S. 30 through town?

### Answer:

- A study to widen US 30 from IL 78 (N) to French Creek was completed in 2004
  - Utilized "3R" (Resurfacing, Restoration, Rehabilitation) Policy
  - Proposed a three-lane roadway cross-section
  - Public opinion due to property impacts resulted in reducing the project limits from Jackson Street to French Creek
  - Would not meet the policy for the current study (New Construction/Reconstruction)
  - Would not meet the established Purpose and Need for the current study
- A 4-lane section through town would cause even more extensive impacts than those identified in the 2004 study
  - Potential displacements of churches, gas stations, historic properties, businesses and residences would result
  - A reduction in sales and property tax receipts would result from any such displacements
  - High truck traffic volumes would continue to cause noise and safety concerns within the business and residential areas through town







# Primary Questions from the Businesses of Morrison



### Question:

2. What will be the impact on downtown traffic in Morrison with the proposed expressway alignments?

### Answer:

- Traffic Projected on new route 4900 vpd (in 2018)
- Through town would vary up to 7100 vpd (in 2018)









## Answers to Questions Previously Received from the Businesses of Morrison





## **THANK YOU!**

1-866-ROUTE30

www.dot.il.gov/us30/getinvolved2.html





## Whiteside County Farm Bureau Meeting Farm Bureau Conference Room Monday, September 13, 2010

## **MEETING MINUTES**

## **Attendees**

William Abbott Phil Schultz Paul Kane Reid Johnson **Donald Temple** Tom Witmer Doug Kuehl Jim Friedrichs Matt Lillpop **Brian Puetz** Jennifer Williams, IDOT Rebecca Marruffo, IDOT Mark Nardini, IDOT Michael Walton, Volkert Jon Estrem, HR Green Mary Lou Goodpaster, Kaskaskia

## Handouts

The handout was a copy of the presentation.

## Agenda

- 1. Introductions
- 2. Meeting Objectives
- 3. Project Overview
- 4. Project Study Process
- 5. Where Are We In The Process?
- 6. Project Timeline
- 7. Questions and Answers

## **Introductions**

Ms. Rebecca Marruffo of IDOT introduced the IDOT staff and consultant team in attendance.

## **Meeting Objectives**

Mr. Michael Walton stated IDOT's objective for this meeting was to provide information as it pertains to the Whiteside County Farm Bureau in regard to the U.S. Route 30 project, gather input from the Farm Bureau Board, and answer questions from the Farm Bureau Board.

## **Project Overview**

Mr. Michael Walton provided a project overview:

- Corridor Study completed in 2006. Findings from this study indicated a need to:
  - o Improve regional mobility
  - Accommodate land use planning goals
  - o Address local system deficiencies and safety
- Environmental Impact Study initiated in 2007
- Project limits are from IL 136 east of Fulton heading east to IL 40 in Rock Falls
- The project study area is approximately 24 miles long and 10 miles wide

With the help of the Community Advisory Group (CAG), a Problem Statement for the project was created: "The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing traffic volume and congestion which overloads the area-wide traffic system, compromises safety, mobility and reduces the quality of life of the adjacent communities. There is a need for improved economic development and accessibility to the region while preserving agricultural and environmentally significant areas."

This Problem Statement helped develop the Purpose and Need Statement for the project. A Purpose and Need Statement is required by the National Environmental Policy Act (NEPA) as part of the Environmental Impact Statement (EIS) process. The alternatives to be considered and the preferred alternative must address the Purpose and Need. The goals of the Purpose and Need Statement for this project are:

- Reduce Traffic Congestion
- Improve Traffic Capacity
- Improve Safety
- Accommodate Freight
- Establish Roadway Continuity

## **Project Study Process**

Mr. Walton went on to explain the project study process:

- The level of effort necessary in order to complete an environmental study and Phase I Design Report for a project of this size requires an EIS to be conducted. This requirement comes from the National Environmental Policy Act (NEPA) which states that government agencies must be responsible for their actions and the resulting impacts to the environment. The EIS is currently being developed.
- The engineering studies for this project are ongoing and follow DOT design policies and guidelines. As a part of this work, efforts to minimize environmental impacts and displacements are being made.
- The project has incorporated a highly intensive process of public involvement called Context Sensitive Solutions (CSS). CSS is an approach that strives to:
  - o Strike a balance between cost, safety, mobility, community and the environment
  - o Apply flexibility in the design to fit the project to its surroundings
  - o Involve stakeholders in the decision-making process

Stakeholder input is obtained throughout the study in the form of various meetings including:

- Project Study Group (PSG) FHWA, DOT, Public Agencies
- Community Advisory Group (CAG) Cross Section of Stakeholders
- Stakeholder Meetings
- Public Meetings

## Where Are We In The Process?

Mr. Jon Estrem next explained that the following milestones have been achieved with the help of the Project Study Group (PSG) and Community Advisory (CAG):

- Corridors were identified within the study area: Twenty-eight corridors were identified. The corridors were established at a width of 1400 feet.
- Several alternative alignments have been developed and analyzed within the corridors.
- Six alternative alignments are currently under consideration in addition to a No-Build alternative. These alternative alignments are illustrated in the presentation handout.

A press release and the fifth U.S. Route 30 project newsletter were sent out in early August. Although the public comment period on the recent newsletter is now closed, the project team will continue to accept questions/comments from the public throughout the project study phase.

The following is the project timeline provided at the meeting:

- Select two (2) alignments to be carried forward in Draft EIS (Nov. 2010)
- Project Study Group (PSG) Meeting (Nov. 2010)
- Community Advisory Group (CAG) Meeting (Nov. 2010)
- Signed Draft EIS (Jan. 2011)
- Public Hearing (Feb. 2011)

## **Questions and Answers**

- Q.) Why is IDOT not proposing to widen U.S. Route 30 through the city of Morrison?
- A.) Ms. Marruffo explained that in 2004, IDOT completed a study that proposed to widen U.S. 30 to a three-lane section through town from IL 78 North to French Creek. The public voiced such strong opposition to the project that the project limits were reduced to Jackson Street to French Creek. It was further explained that the project currently being proposed is for the construction of a four-lane transportation corridor. Therefore, a three-lane widening would not meet the policy for which this project is being planned. In addition, it would not meet the goals of the Purpose and Need Statement. Lastly, a four-lane section through town would cause even more extensive impacts than those identified in the 2004 study and would result in:
  - Potential displacements of churches, gas stations, historic properties, businesses and residences.
  - High truck traffic volumes which would continue to cause noise and safety concerns within the business and residential areas through town.

- Q.) What is the potential impact to drainage off of farm fields?
- A.) Prior to construction, field tiles will be located and positive drainage re-established to incorporate the improvement needs.
- Q.) Will there be access points for farm machinery?
- A.) Yes, the design will incorporate these points onto side-roads instead of the mainline roadway where possible.
- Q.) Will farm machinery be allowed to use the roadway?
- A.) Yes, farm machinery is allowed on expressways.
- Q.) Land Acquisition: What is the process?
- A.) The Department:
  - o Indentifies areas of properties affected
  - o Inspects and values properties
  - o Makes offer to property owner
- Q.) Land Acquisition: Who will do this?
- A.) IDOT or an IDOT representative
- Q.) Land Acquisition: Can/will eminent domain be used?
- A.) Yes, it can be used if negotiations are unsuccessful.

## Questions/Concerns Received From Whiteside County Farm Bureau

1. Concern about access between fields, especially if they are on opposite sides of the new facility.

Farm machinery will be allowed on the expressway. Multiple lanes and a 10-foot wide paved shoulder will allow traffic to safely pass farm equipment that uses the shoulder and the right lane. Equipment will only be able to cross the facility at median crossovers. The locations of crossovers will be determined based on IDOT guidelines after a preferred alternative is selected.

2. Concern that a grain semi would not fit completely within a 50-foot median crossover.

It is true that a semi crossing from one side of the expressway to other will be too long to stop within the median. However, most traffic will be turning left from U.S. Route 30 and will have a left turn lane to wait in, so it will be out of the way of through traffic.

3. What is the proposed speed limit?

The facility is being design to allow 65 mph as the posted speed. It is anticipated this will be the speed limit for the majority of the improvement.

4. Concern was expressed as to whether the sellers would be liable for capital gains taxes from the sale of this land.

The project team indicated that it is unlikely capital gains taxes would apply, but to know for sure property owners would need to discuss this question with a professional accountant or attorney.





**Environmental Impact Statement** & Phase I Design Report U.S. 30



## WHITESIDE COUNTY FARM BUREAU

Morrison, Illinois September 13, 2010

## Agenda

- Introductions
- Meeting Objectives
- Project Overview
- Project Study Process
- Where Are We in the Process?
- **Project Timeline**
- **Questions and Answers**



## Meeting Objectives

- Provide information on the project
- Gather input from the Farm Bureau Board
- questions Provide responses to Farm Bureau Board



## Project Overview

Corridor Study completed in 2006

Findings indicated a need to:

- Improve regional mobility
- Accommodate land use planning goals
- Address local system deficiencies and safety
- Environmental Impact Study initiated in 2007



## (E) IL 136/Frog Pond Road 24 miles long RR 33 AINAS MARHTHONNOTONAMUR Coart Rd Fenton Creamery HJ MORRISON Lyndon obiw solim 0 ſ THE SHADOW WORKS White side County EIS STUDY AREA (8) Galt pil 7 IL 40 E 3" th St Sterling + Polo f

## Project Overview Project Purpose & Need

- Reduce Traffic Congestion
- Improve Traffic Capacity
- Improve Safety
- Accommodate Freight
- **Establish Roadway Continuity**



## **Project Study Process**

- National Environmental Policy Act (NEPA)
- Government agencies must be responsible for their actions and impacts to the environment
- Environmental Impact Statement (EIS)
- Engineering Studies of the project study area
- Identify the appropriate design and location for an improved U.S. Route 30
- Avoid and minimize environmental impacts and displacements
- Follow IDOT design policies and guidelines
- Incorporate Context Sensitive Solutions (CSS)



## Project Study Process

# Context Sensitive Solutions (CSS)

Plan in which transportation projects are designed to "fit" into their surroundings. It is an approach that incorporates the need to:

- Strike a balance between cost, safety, mobility, community needs, and the environment
- Apply flexibility in the design to fit the project into its surroundings
- Involve stakeholders in the decision-making process

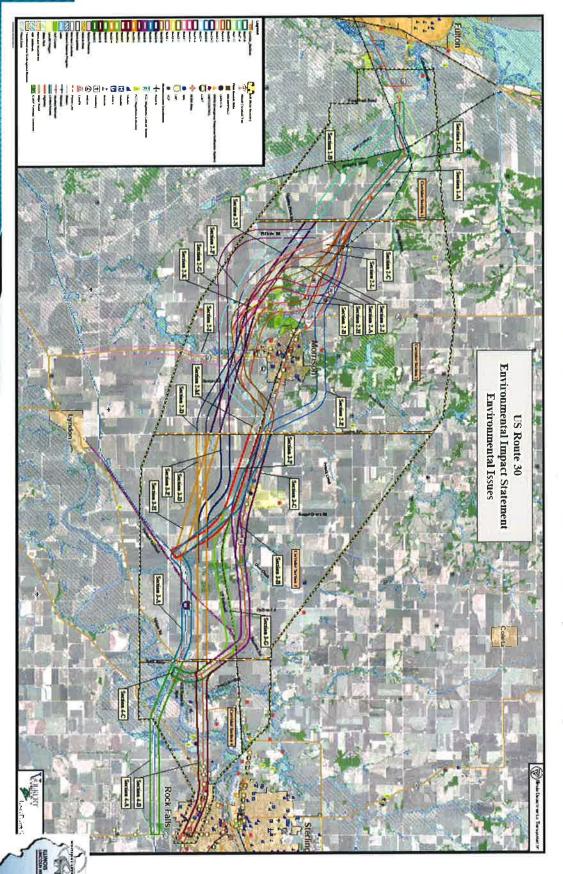


# Where Are We in the Process?

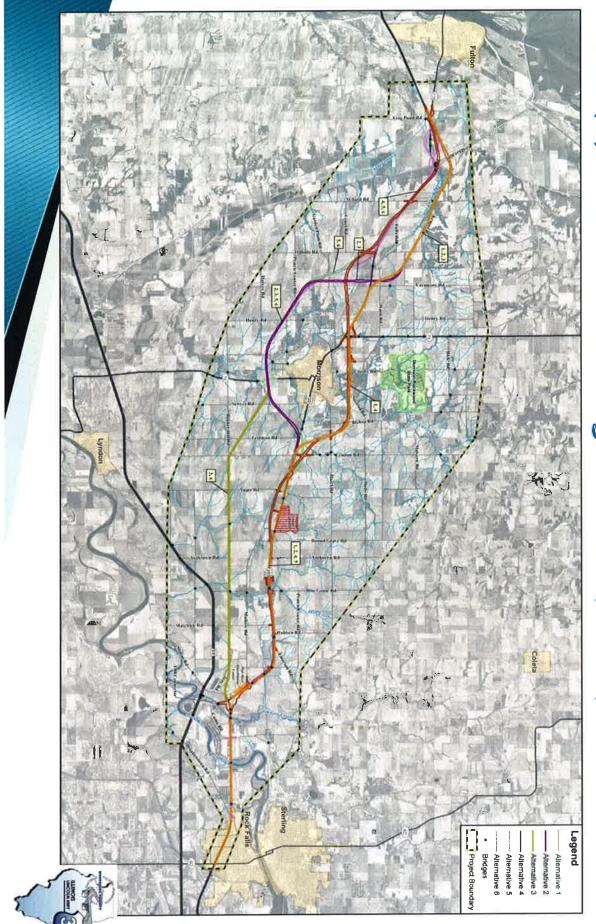
- Corridors identified within the project study area
- Several alternative alignments developed and analyzed within the corridors
- Six (6) alternative alignments are currently alternative under consideration in addition to a No-Build



# Where Are We in the Process? Creation of Corridor Alternatives (2008)



## Six (6) Alternative Alignments (2010) Where Are We in the Process?



# Where Are We in the Process?

## **Public Input**

- Newsletter/Press Release
- Public Comment Period
- Reviewing Public Comments



## **Project Timeline**

- Select two (2) alignments to be carried forward in Draft EIS (Nov. 2010)
- Project Study Group (PSG) Meeting (Nov. 2010)
- Community Advisory Group (CAG) Meeting (Nov. 2010)
- Signed Draft EIS (Jan. 2011)
- Public Hearing (Feb. 2011)







- Why is IDOT not proposing to widen Morrison? U.S. Route 30 through the city of
- A study to widen U.S. Route 30 from in 2004: \_ 78 (N) to French Creek was completed
- Utilized "3R" (Resurfacing, Restoration, Rehabilitation) and Proposed a three-lane roadway cross-section
- Public strongly opposed proposed improvement
- Would not meet the design policy for the current study
- Does not meet the Purpose and Need for the current study





## Answer continued:

- A four or five lane section through town would cause even more extensive impacts than those identified in the 2004 study:
- Potential displacements
- High truck traffic volumes continue to cause noise and safety concerns





📿 What is the potential impact on drainage off of farm fields?

A: Prior to construction, field tiles will be re-established to incorporate the located and positive drainage improvement needs

Will there be access points for farm machinery crossing?

A: Yes, the design will incorporate these mainline roadway where possible points onto side-roads instead of the





**Q**; Will farm machinery be allowed to use the roadway?

A: Yes, farm machinery is allowed on expressways.

**Q**: Land Acquisition: What is the process?

A: The Department:

- Identifies areas of properties affected
- Inspects and values properties
- Makes offer to property owner





Q: Land Acquisition: Who will do this?

A: IDOT or an IDOT representative

Q: Land Acquisition: Can/will eminent domain be used?

A. Yes, it can be used if negotiations are unsuccessful.





## THANK YOU!

1-866-ROUTE30

http://www.dot.il.gov/us30/index1.html





## Morrison Business Advisory Group (MBAG) Tuesday, May 24, 2011

Location: Morrison Public Library/Odell Community Center

Time: 6:00 pm

Preparer of Minutes: Shelia A. Hudson

## **MEETING MINUTES**

## **Attendees**

Becky Marruffo IDOT D2 rebecca.marruffo@illinois.gov Cassandra Rodgers IDOT D2 cassandra.rodgers@illinois.gov Jay Howell IDOT D2 jay.howell@illinois.gov Jennifer Williams IDOT D2 jennifer.williams@illinois.gov Mark Nardini IDOT D2 mark.nardini@illinois.gov Vic Modeer Volkert, Inc. vmodeer@volkert.com Mike Walton Volkert, Inc. mwalton@volkert.com Jill Calhoun Volkert, Inc. jcalhoun@volkert.com Jon Estrem Howard R. Green Co. jestrem@hrgreen.com Gil Janes Howard R. Green Co. gianes@hrgreen.com Mary Lou Goodpaster Kaskaskia Engineering mgoodpaster@kaskaskiaeng.com Shelia Hudson Hudson & Associates hudson.shelia@sbcglobal.net Bob Innis Hudson & Associates Bob.Innis@yahoo.com Morrison Business Advisory Group Members (see sign-in sheet)

## Agenda

- 1. Introductions
- 2. Meeting Objectives
- 3. Ground Rules
- 4. Bypass Comparison
- 5. Bypass Example
- 6. Where Are We Now?
- 7. Next Steps
- 8. Questions received from Morrison Businesses

## **Handouts**

None

## **Welcome Remarks**

Mr. Bob Vaughn, Chairman of the Morrison Business Advisory Group (MBAG), welcomed everyone to the meeting and thanked the project study team for their efforts to keep the community informed about the project. He informed the audience that there have been ongoing stakeholder meetings in the community with the MBAG and others to discuss the project status and gather input. In closing, Mr. Vaughn stated that during the presentation the team will answer questions previously submitted from the group.



Ms. Becky Marruffo, Project Engineer for IDOT, introduced IDOT staff present and their roles. She informed the audience that the goal of the meeting was to update them on the project progress and address their concerns about the potential impacts to their businesses. She reiterated Mr. Vaughn's comment that the consultant team will answer questions previously submitted by the MBAG during the presentation and that everyone on the study team would be available to answer any additional questions after the presentation. She also informed the audience that a copy of the Draft Environmental Impact Statement (DEIS) was on hand to view.

## **Presentation Overview**

Mr. Mike Walton introduced members of the study team. He also highlighted the agenda and meeting objectives as well as ground rules for the meeting. Mr. Walton noted that the focus of the meeting would be the bypass portion of the project since this was the primary issue relevant to the group. He then presented a brief overview of the study's progression:

- In 2007, the consultant team was hired to conduct an Environmental Impact Statement/Phase I Design Report for U.S. 30 from Fulton to Rock Falls. The study area covers 24 miles within the project study boundary.
- The study started with 32 corridors that were 1,400 feet in width. It was screened to 16 corridors using the Purpose and Need criteria (safety, level of service, and travel opportunity).
- Through further analysis and coordination a determination was made to pursue the three corridors that best met the needs and minimized impacts. Six alternatives were studied within these corridors. Each of the alternatives was approximately 200 feet in width.
- After continued analysis and coordination with the Project Study Group (PSG), Community Advisory Group (CAG) and various stakeholders, two alternatives were selected for further study in the Draft Environmental Impact Statement (DEIS). These alternatives include a northern and southern bypass (Alternatives 4 and 5) as well as a No-Build Alternative.

Mr. Walton described the concepts of the two preliminary design alternatives. He continued by highlighting the various direct access points associated with the proposed concepts and that there will be no displacements or loss of direct access to businesses within the city of Morrison.

Mr. Walton highlighted the business impacts, economic and tax revenue impacts as well as potential mitigation measures as described in the DEIS. He informed the audience that eight businesses considered to be traffic-dependent, could potentially be affected by the construction of a bypass. They are as follows:

- Dairy Queen
- o Parkview Motel
- FS Fast Stop
- Casey's General Store
- Subway



- Shop N Go Gas Station
- Shell Gas Station
- o Hardees's Restaurant

He also explained that there are various measures related to signing and zoning/economic development plans that could be pursued to lessen the impacts of a bypass.

Next, Mr. Gil Janes presented an example of a bypass in Dewitt, Iowa, and its impacts on economic activity. This bypass on highways, U.S. 61 and U.S. 30, was constructed in the mid 1980s. Through the use of slides he described the effects of the bypass and highlighted how the community remains strong to this day. This was supported by various population and business growth numbers. He went on to state that there was not unanimous support for the project. However, input gathered indicated that the community and local business owners felt the effects of the bypass have been manageable and in some ways been the catalyst for primarily industrial growth in the area.

Mr. Janes stated that a bypass will affect a community. However, the need for the bypass has been identified through the current study as well as similar previous efforts. It is the responsibility of the State to address that need. The important thing for the community is to work together to capitalize on the opportunities and lessen associated adverse impacts.

Mr. Janes informed the audience that the project study has reached a major milestone. The DEIS was signed by the Federal Highway Administration (FHWA) on April 29, 2011. The document is available for review and comment at the local library and on the U.S. 30 project website, http://www.dot.il.gov/us30/index1.html. In addition, it will be available at the public hearing which is scheduled for Wednesday, June 15, at the United Methodist Church in Morrison from 1 pm to 7 pm. There will an opportunity at the hearing to discuss the project with IDOT and the consultant team. In addition, attendees will be given the opportunity to comment through the use of a court reporter or by submitting written comments. All mailed comments must be received by Friday, July 29, 2011 to be considered for the public record.

The "next steps" were then discussed and included the following: selection of a preferred alternative, preparation of the Final Environmental Impact Statement and the signing of the Record of Decision.

Mr. Janes concluded by responding to questions previously submitted by the MBAG. In addition, the following questions and comments were addressed during the presentation:

Q: Will Sawyer Road have access to the new alignment?

A: No. Spacing requirements based on the safe and efficient conveyance of motorists make it necessary to maintain adequate distance between points of direct access along an expressway.



Q: Does the traffic data shown in the slide describe volumes along existing U.S. 30 with the bypass in place?

A: Yes.

Comment: One business owner stated that they had received a letter stating that their business would be displaced. It was later clarified that this business is not in downtown Morrison.

In closing, the audience was encouraged to view the DEIS or discuss any further concerns with the project team in attendance. The meeting concluded at approximately 7:30 pm.



## ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT U.S. 30



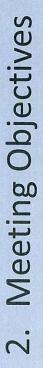
# **MORRISON BUSINESS ADVISORY**

GROUP

May 24, 2011

## Agenda





3. Ground Rules

4. Bypass Comparison

5. Bypass Example

6. Where Are We Now?

7. Next Steps

8. Questions Received from Morrison Businesses



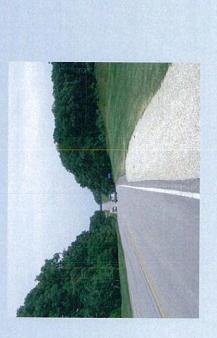






## Meeting Objectives

- Provide information on the bypass section of the Draft Environmental Impact Statement (DEIS)
- Provide responses to questions sent by the Morrison Business Advisory Group (MBAG)



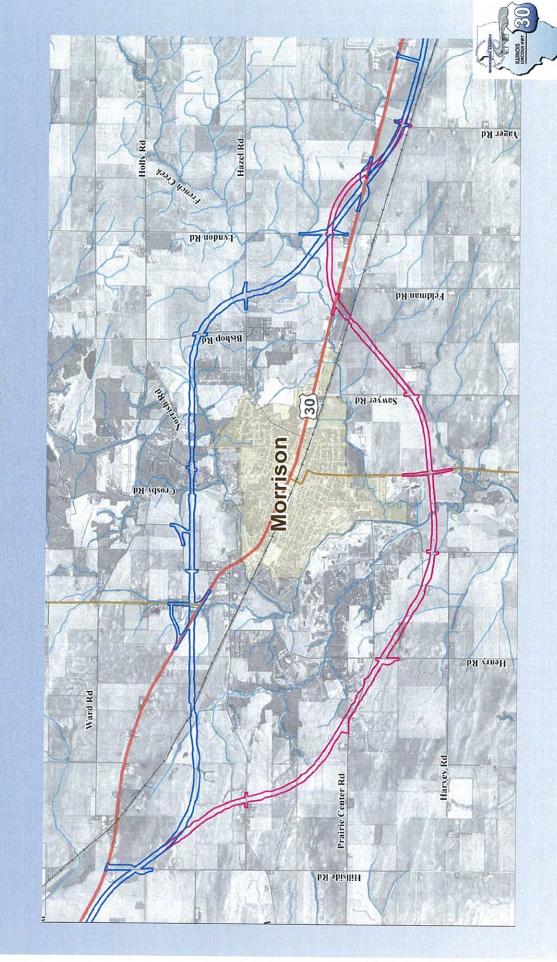


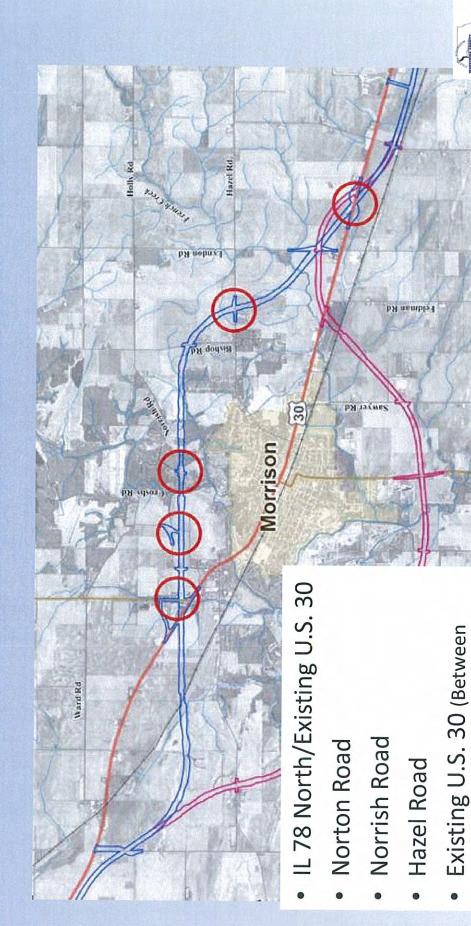


## **Ground Rules**

- 1. Input from all participants is valued and considered
- 2. Advocate respectful interaction of all parties
- 3. Wrap up meeting by 8pm
- 4. The project team will be available after the presentation for discussion

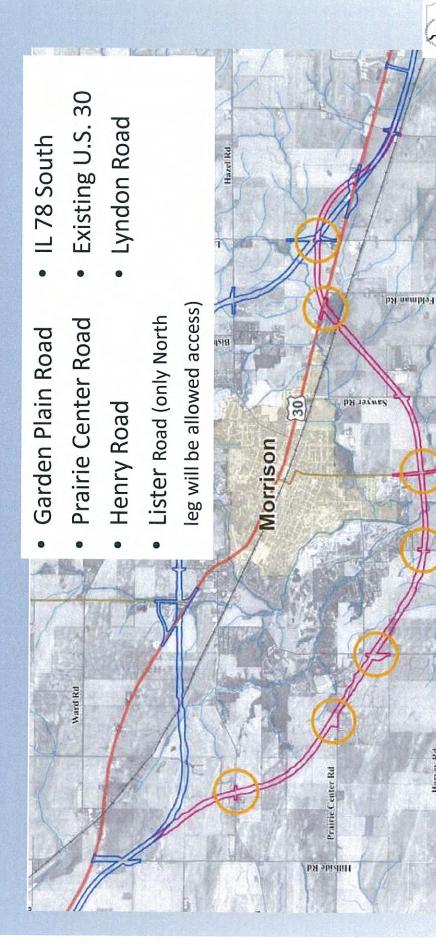
# Bypass Comparison North and South





Lyndon Road and Yager Road)

### Bypass Comparison South Bypass Access



Jager Rd

Henry Rd

## usiness Impacts

- 52 businesses examined
- 17 businesses considered "trafficdependent"
- No "direct" business impacts within Morrison
- 8 could experience a reduction in business

## BUSINESSES BUSINESSES Dairy Queen Parkview Motel FS Fast Stop Casey's General Store Subway Shop N Go Gas Station Shell Gas Station Hardee's Restaurant Fat Boy's Bar & Grill Casa Gomez Mexican Main Street Coffee Shop Da-Bar Happy Joe's Pizza



Isle of Rhodes Restaurant

KJ's Bar & Grill

Red Apple Restaurant

China Restaurant

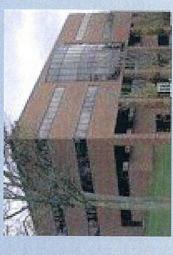
Economic & Tax Revenue Impacts

Top 3 Revenue Generators for Morrison:

Whiteside County Government (\$1,076,660)

Sales Tax (\$515,437)

Property Taxes (\$441,395)



for the city of Morrison is \$2,923,334 The total revenue generator amount



- · City of Morrison and IDOT
- New or additional signage
- City of Morrison
- Advertising & logo identification
- for the city
- Zoning plan
- Economic development plan





## Bypass Example

City of Dewitt, Iowa



## Bypass Example

## Lity of Dewitt, Iowa

"In DeWitt, the bypass and 4-lane access to the Interstate has been a key to our development efforts. We have located several new industries because of the transportation system."

llene Deckert, DeWitt Area Economic Development

". . some will say the bypass has had some effect in sales but on the other hand, Dewitt has attracted new residents because of the road network we have."

"I think the Bypass is great, it keeps the big trucks a [sic] lots of traffic out of our city. It is also a big savings on wear and tear on our roads. The safety is another big factor as a plus for our city."

Leo Maynard, Mayor, City of DeWitt

Population	4512	61 Bypass Constructed	4514	5037	5322
Year	1980	1984-1985	1990	2000	2010

Dewill,	10wa Business S (June 1993)	Dewitt, 10wa Business Survey Kesuits (June 1993)	esuits
In Favor of	Yes	No	N/A
Bypass	<i>SL</i>	L	N/A
Impact on	Increase	Decrease	No Effect
Business	5	22	51
Impact on Shopping	Better	No Change	Worse
Environ- ment	17	95	38
Impact of Highway	Better	No Change	Worse
Noise	77	61	2
Impact on Overall	Better	No Change	Worse
Quality of Life	43	38	16



# Where Are We Now?

- DEIS signed April 29, 2011
- DEIS available for review and comment
- Located in public libraries
- http://www.dot.state.il.us/desenv/env.html
- Public Hearing June 15, 2011
- Comments due by July 29, 2011







## **Next Steps**

- Selection of Preferred Alternative
- Drafting of Final Environmental Impact Statement
- Record of Decision



### **Questions** Received from the Businesses of Morrison







point into Rockwood Park and specifically if Damen Road melds into this Question 2: If the North bypass is selected, please describe the access access point or will access to the park be completely changed?



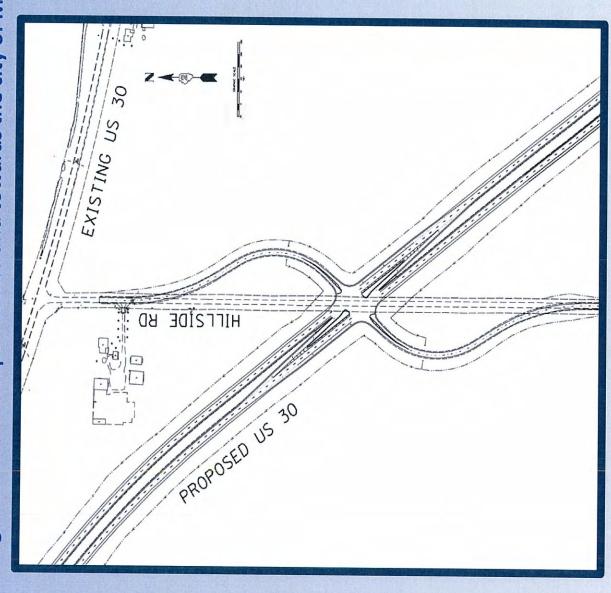


to indicate to campers and others Question 3: Will signage be bold from Damen and Crosby Roads? how to find the park entrance

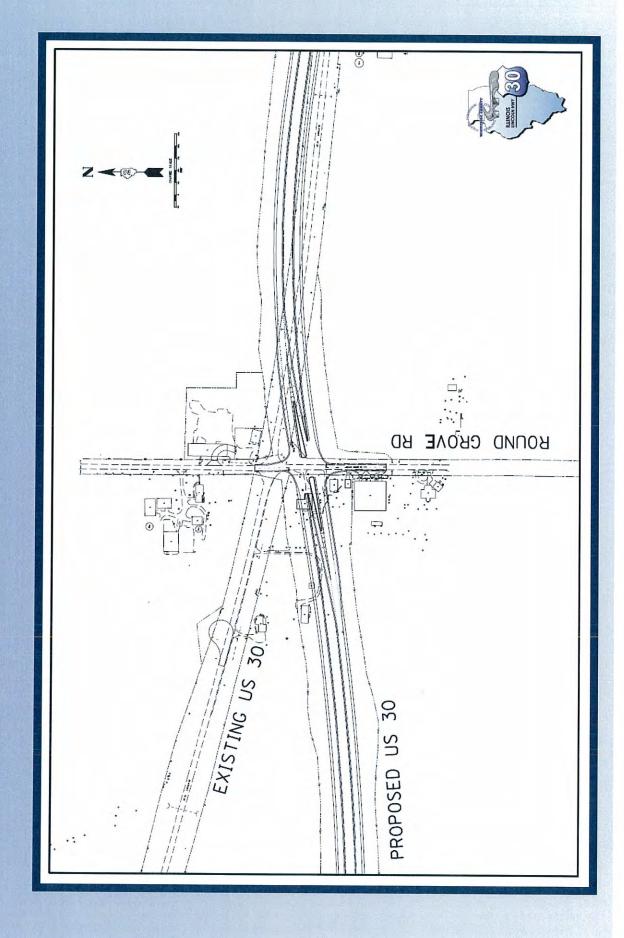
Morrison Rockwood State Park



roads leading from the access points into and towards the city of Morrison. Question 7: Please describe the extent of new roadway design for the



Question 7 (cont.): Please describe the extent of new roadway design for the roads leading from the access points into and towards the city of Morrison.



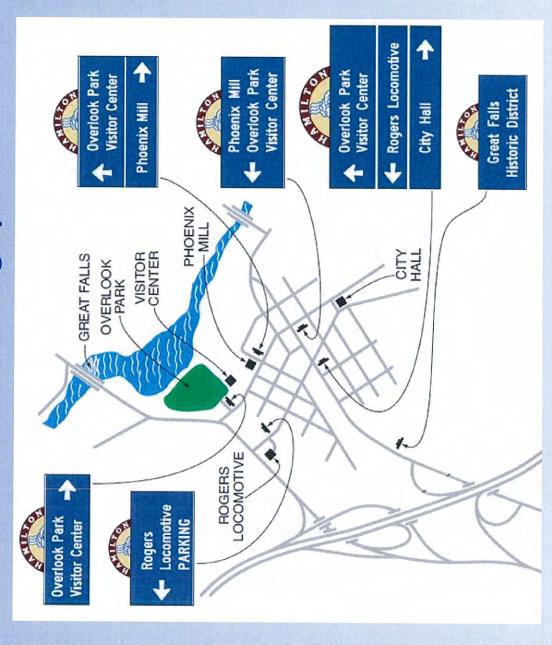


Question 9: Signage: Can the city of Morrison have site specific signage at each of the access points to encourage pull-off traffic?

Business
District



Morrison have site specific signage at each of the Question 9 (Cont.): Signage: Can the city of access points to encourage pull-off traffic?





# THANK YOU!

1-866-ROUTE30

www.dot.il.gov/us30/index1.html

### **Morrison Business Advisory Group**

Thursday, May 12, 2011

Morrison Business Advisory Group Morrison City Hall 200 W Main Street Morrison, IL 61270

To: Ms Bridgett Jacquot Volkert Associates

Subject: MBAG questions for May 24, 2011 Hwy 30 bypass stakeholders meeting.

1) The DEIS document in paragraph 3.2.2.6.2 Traffic (Morrison) gives data of current vehicle traffic counts and a count for year 2038. Can you chart average traffic counts beginning the first year the new bypass opens as compared to the current traffic count?

In 2009 the traffic on US 30 varied from 6400 vehicles per day (vpd) west of IL 78 North to 11,000 vpd at the intersection of IL 78 South and then back to 7700 vpd east of Sawyer Rd. The truck traffic west of Morrison was approximately 18% and east of Morrison was approximately 25%.

Based on the Origin-Destination Study data and the historic growth rate for traffic on US 30 the traffic through town was projected as up to 7,100 vpd for a north bypass and 5,800 vpd for a south bypass.

		Projected (2018) Traffic Through Morrison			
	Existing (2009) Traffic (vpd)	With No-build (vpd)	With Alt. #4 (North Bypass) (vpd)	With Alt. #5 (South Bypass) (vpd)	
Traffic Volume through Morrison	7800 to 11000	8,500 to 12,000	up to 7100	up to 5800	

2) If the North bypass is selected please describe the access point into Rockwood Park and specifically if Damen Road melds into this access point or will access to the park be completely changed?

Access to Rockwood State Park will be similar to the existing condition. IL 78 (N) to Damen Road will continue to be the official route. Those coming from Morrison can continue to use Crosby Road which will cross under a bridge that will be built on the expressway.

3) Will signage be bold, to indicate to campers and others how to find the park entrance from Damen and Crosby Roads?

IDOT standards for signing consider matters of legibility for motorists traveling at high speeds. The standards will be followed for signs providing direction to the park. Note that the official route will be from IL 78 (N) to Damen Road.

4) Will Rockwood State Park directional signage continue within the city off existing Route 30?

All existing signage along the existing US 30 will remain or be updated to current standards. The City of Morrison has the ability and authority to erect wayfinding signs on local jurisdictional roads to supplement DOT signage with IDOT's approval.

5) Will the bypass speed limit be maintained at 55mph throughout its entire length including the access points?

It is anticipated that the mainline of US 30 will be posted at 65 MPH throughout the corridor. The speed limits on the side roads approaching US 30 will be posted by the local agency having jurisdiction over them.

6) Please describe the access point type of intersections showing as a diamond, cloverleaf or slow down lanes. Are any overhead structures planned?

Almost all side roads with access to the expressway will be typical at-grade intersections with left & right turn lanes along US 30. Side roads within the limits of the bypass that will not have access to the expressway are:

### Alternate 4:

Cul-de-sac: Norton (0.3 mile east of IL 78) Bridge: Crosby, Browns, Bishop & Lyndon

### Alternate 5:

Cul-de-sac: Lister (south leg only), Sawyer & existing US 30 (east of Lyndon)

Bridge: N/A

Note that for Alternate 4 Norton Road will have access to US 30 further to the east of the location described above (approximately 0.2 mile west of Rock Creek). Also, with Alternate 4 the expressway will have access to existing US 30 approximately 0.5 mile east of Lyndon Road which will provide indirect access to that side road. With Alternate 5, the expressway will provide access to existing US 30 0.6 mile west of Lyndon Road.

- 7) Please describe the extent of new roadway design for the roads leading from the access points into and towards the city of Morrison.
  - The extent of reconstruction along the various side roads is determined primarily by how quickly they can be connected to the existing roadway. Factors affecting this involve intersection geometry (primarily skew between proposed US 30 & the side road), the ability to align the proposed side road to meet the existing roadway and the ability to provide appropriate grades between US 30 & the existing roadway. Because conditions vary significantly from one intersection to the next, the extent of work will also vary considerably depending on the side road. The goal, however, is to reconstruct no more than is necessary to create a safe connection to the existing roadway.
- 8) Signage: Does IDOT or Whiteside County regulate signage on the bypass? Because the bypass will be a State Route, IDOT will regulate the signage.
- 9) Signage: Can the city of Morrison have site specific signage at each of the access points to encourage pull-off traffic?
  - IDOT policies do not allow for business specific (logo) signing along an expressway such as this. However, some types of signing can be incorporated to provide direction to the business district. Specifically, "Business District" signs can be erected at both the west & east ends of the bypass as well as IL 78. In addition, the city can incorporate wayfinding signs along city streets. Finally, off-ROW signage can be pursued by the city or businesses (individuals or groups) through the state's advertising sign permit process. The off-ROW signs must meet applicable policies.
- 10) Signage: Can Morrison businesses team up on single signs with names, logos? See response to Question #9.
- 11) Signage: Does the state pay for business signage and city signage along the route? Signing along state routes will be provided by the state at no cost to the city. As addressed in previous questions, however, signing must meet IDOT policies.
- 12) How can we promote the existing scenic Lincoln Highway route thru Morrison?

  IDOT signage for the Lincoln Highway will be in advance of the east and west ends of the new bypass. In addition, any signing currently in place along existing US 30 will be maintained unless the existing road is jurisdictionally transferred to the City of Morrison or another local agency.
- 13) The DEIS document acknowledges certain loss of sales tax revenue due to probable loss of an undetermined amount of businesses. Can funding be made available in the next phase to assist Morrison businesses and the city retool for the major changes that will occur once the bypass is open?
  - The described funding is not available as a part of the highway program. However, the city could ask for assistance from the Illinois Department of Commerce and Economic Opportunity, Office of Tourism.

14) Are the options still: 1-Northerly route, 2-Southerly route, and 3-No build? Yes

15) If the No build becomes the choice by IDOT what improvements would be done on the existing Route 30 thru Morrison?

IDOT will continue to maintain the route through Morrison. Some types of construction such as resurfacing, safety and geometric improvements may be necessary depending on traffic needs and highway conditions.

16) What are the implications for this project if the Morrison business community were firmly opposed to it?

Providing the Morrison business community information and getting your position is exactly what the Department wishes to accomplish, whether you are for the project or not. The purpose of the study is to determine the best engineering alternative that causes the least negative impacts to the environment. The input from all of the stakeholder groups as well as the input from the rest of the community at the upcoming public hearing will be used in making a determination of the alternative that best serves the needs for the project.

17) What is a realistic timeline for the construction of the bypass?

Funding has not been allocated for anything beyond the EIS/preliminary design. Because of this it is not possible to identify timing for construction of the bypass or next phases of the project.

18) Did the DEIS study provide financial data projections by percentage of reduction of business specifically to the Direct Impact gas station businesses?

Several issues relating to the general effect on Morrison businesses were considered and discussed in the EIS. However, the Department does not analyze a percentage of reduction of business unless the access to that business is being eliminated. In regard to the Morrison businesses, no businesses were being displaced or access removed.

19) Similar to Q18, did the DEIS study provide financial data projections by percentage of reduction of business specifically to the Direct Impact restaurants located on existing Highway 30?

See response to Question #18

Respectfully submitted, Bob Vaughn Chairman MBAG



### Tuesday, May 24, 2011 6:00 p.m. – 8:00 p.m.

Odell Community Center/Public Library 307 South Madison Street, Morrison, Illinois

### Sign-In Sheet



	NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
	Harvey D Zuidema Dair Dybska	509 West Sincolmian Movison	815-772-3084		
	David & Dybstya	509 West Sincolnuay Morrison	815-772-4149		
*	Seich thorolite	1006 6 lenword, Morrison	1815. 117. 1936		
£	and Veta	10909 Prain Cents RD Morris	815-772-7768		
,	Kent Dauphin	1751 Reusch RD ELIZABETH	815-598-3282		SULLIVAN'S FOODS
	Stephanie Varra	15683 Hazel Rd. Myrrison	815-172-3144		thecity con-marison Only
	GLEN Kuhlemier	1011 leth Auc Rockfalls 1660	7/8156265573		City of Rock fall / Black haw Hill
	Swan Schulet	104 Emains 7. Morrison	815-7723858		,
	Curt Bender	5075. Orange Morrison	499-4559		Willett Tolmanny Tissuc
	Corinne Bender	5075. Urange Morrison	772-4749		Morrison Chamber of Commerce
		10			



ILLINOIS LINCOLN HWY

Tuesday, May 24, 2011 6:00 p.m. – 8:00 p.m.

Odell Community Center/Public Library 307 South Madison Street, Morrison, Illinois

### Sign-In Sheet

	NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
	Bob Vaighn	207 S. Base St Morrison, 11	815-772-2967	bob vaughin @ thecity reborco	m The City Rebar
	Caredia Zurdine	204 ISA	815-772-2607	/	
	But/3mith	519 Anthony St Morrison		bartongsmithomchsice	in pagnille Chill
	Harlor J. Veiter		815-772-3971	3	/6
	Morn Grag	609 E Lincolning	A15-772 7585	Adapting Building Sudernet	Magoo Ind
-	NUSAN & SULLIVAN DAUPHIN	SAVANNA - CORPORATE OFFICE	815 273 4511	Sdauphin@Sullivansfoods net	SULLIVAN'S FOODS
(-9	KENNETH MEINSMA	19117 ROUND GROUE RO, MORRISON	815-772-9183	KREATIVEM @ HOT MAIL, COM	REFATIVE MACHINING
	Doon Silborowy SU	KLE 131 G MAIN ST. MOPRICO		MORRISON BORN Q YAhar COM	Returnston
	Keith Stralow	17370 Damen Rel Morrisa	815-777-7531	1.	Morrison Blackty
	Anne Ardapple	400 Portland Are Morrison	815-590-2772	Fourardapples @ xahoo.com	WNS
	Chris & Jim Hrab	Mornison Grease Legel	630-290-9793	Greatebiz Caolica	Marrison Great Recy
	Robert Shoulyl	19147 gfolly the Monicer	815 772 2362		Hanster Carget Cleans
	JOE R BIELLIMA	207 RATIROND AUS MONNESON	815772 7136		MORRISON FIRE DOPP
					,,,





Tuesday, May 24, 2011 6:00 p.m. – 8:00 p.m.

Odell Community Center/Public Library 307 South Madison Street, Morrison, Illinois

### Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
James Diane Workman AKi AKITI	2004 1. Si AVE. 2100 FREPONT RA STEVIA	815-172-4984 815-625-6576	dworkman a frontiernat. nel	
AKI AKITI PAND GULLIANI	2100 Freport RA Stelia	815-625-360	de juliani 6 sunmail.com	Gazette





Tuesday, May 24, 2011

6:00 p.m. – 8:00 p.m.
Odell Community Center/Public Library
307 South Madison Street, Morrison, Illinois

### Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
ALARK SCHURE	127 W. LINCOLNEWRY	815/172-2196	Schuke Motose Desent	(if applicable)



### Coordination Meeting – Whiteside County & Townships Tuesday, May 22, 2012

Location: Whiteside County Highway Department

Time: 2:00 pm

### **MEETING MINUTES**

### **Attendees**

Russ Renner Gary Bruns	Whiteside County Hopkins Township	(815) 772-7651 (815) 499-5501
Arnold Vegter	Union Grove Township	(815) 535-5170
Randy Smith	Ustick Township	(815) 772-3579
Don Stage	Fulton Township	(815) 535-3077
Becky Marruffo	Illinois DOT	(815) 284-5902
Jennifer Williams	Illinois DOT	(815) 284-5950
Jon McCormick	Illinois DOT	(815) 284-5503
Mark Nardini	Illinois DOT	(815) 284-5460
Jon Estrem	HR Green Inc.	(319) 841-4324

### **Discussion**

Following introductions, Jon McCormick began the meeting & explained the two sets of displays available. The first display was a two-piece layout at a scale of 1" = 2000' showing the corridor from Illinois Route 136 to Rock Falls on an aerial photo background with Alternatives 4 & 5 included. The display labeled the intended treatment (i.e. atgrade intersection, grade separation, close, roundabout) for each of the side roads crossed by the expressway. The second was an enlarged version (1" = 1000') of the same exhibits. One copy of this display was provided for each side of the table.

Mr. McCormick continued by providing a brief history of the project. He pointed out that a feasibility study was conducted from 2004 to 2006. Subsequently the current Environmental Impact Statement study was initiated in 2007 & is anticipated to conclude in 2014. It initially involved several broad alternatives but through the study process was honed to two. As a part of the NEPA process draft study documents were submitted to FHWA for concurrence in mid 2011. At that time it was discovered that flood plain limits had recently changed to the extent that Alternative 5 was deemed to have a significant impact on the French Creek floodplain. In an attempt to minimize that impact, the proposed alignment for the alternative was revisited. Alternative 4 was also modified slightly for the same purpose. Both sets of alignments were included in the displays.

Mr. McCormick explained that the US 30 roadway will be access controlled with a 70 mph design speed. It will be designated a freeway but will be built as an expressway, meaning there can be public road intersections. Direct commercial access is not allowed along an expressway. Field entrances and access to single family residential properties can be allowed if necessary but the goal will be to avoid these or at least minimize the number of locations. IDOT would expect to build US 30 initially as a four-lane roadway rather than two lanes initially. An analysis of operationally independent



sections will be part of current study. A north or south bypass would be an example of a section that might be built as part of a phased approach.

Mr. McCormick pointed out that the primary purpose of the meeting was to discuss the intended access layout for side roads & solicit associated comments or concerns. He explained that the proposed layout is a result of significant effort on the part of the project team to consider projected traffic volumes as well as the basic functionality of the side roads. Since the proposed facility is intended to be a four-lane expressway with access control, the Department's policies for spacing of public access points played a key role in determining the proposed layout. The policies require an average spacing of at least one mile as a minimum with two miles as a desirable average distance between access points which typically include a crossover in the median.

Based on the network shown, peak hour design year traffic volumes have been developed at each of the proposed intersections with US 30. Because many of the existing routes are very low volume (less than 300 ADT) and growth is expected to be slow, discontinuing some of the local roads was determined by the Department to involve reasonable levels of impacts to local users. Such road closures would be accomplished through agreements with the local agencies. Those agreements would not need to be executed until Phase II plans are prepared and/or construction is programmed & imminent. The need at this stage of the study is for documented coordination regarding the proposed access conditions. This meeting as well as any follow-up discussions & correspondence will be the primary documentation. Eventually, a road closure hearing will be held to notify area residents and other users of the changes in local access. This would occur later in Phase II.

The proposed layout provides average spacing of just over one mile, although spacing between specific side roads may be less. It involves several discontinued side roads with low projected traffic volumes throughout the corridor to achieve this. The method of closure (i.e. culdesac or hammerhead) and the locations selected for closure are elements for which the Department would like input.

There was some discussion regarding specific side roads that would involve the need to reroute plowing operations (for example, Norton Road associated with Alternative 4) or for which two townships would need to coordinate to arrange for an appropriate sharing of responsibilities (for example, Lister Road associated with Alternative 5). However, it was indicated that preference would be to wait for selection of a specific alternative to provide the requested input. Mr. McCormick indicated we cannot wait that long as the input is needed within the next month or two to proceed appropriately with the study.

The group indicated it would coordinate with the other township supervisors & provide the Department with a list of issues & concerns for both alternatives within the next month or two. To assist them on this, Russ Renner requested six additional sets of the larger scale display with all affected side roads clearly labeled. In addition, the township boundaries should be indicated. Mr. McCormick indicated he would revise the display accordingly & forward them to Mr. Renner.

Jon Estrem pointed out that Habben Road is one of the side roads intended for closure. Mr. Renner confirmed that it is under county jurisdiction. The issue of logical termini for



a county road was discussed, but the group was unsure as to whether the access from Habben Road to US 30 via the first side road to the north (since identified as Prairie Center Road) would meet the statutory requirements. This will be addressed with the submitted list of issues & concerns.

In response to a question, it was indicated that the Department & FHWA will utilize all the information collected throughout the study to make a joint decision regarding which alternative is to be selected. This will be accomplished as a part of the Context Sensitive Solutions (CSS) process through the Project Study Group (PSG) after the next Public Hearing.

In response to another question, it was indicated that it would be IDOT's intention for the townships or perhaps in some situations the County to take jurisdiction of the new connections & discontinuous sections of existing US 30 that remain after the new alignment is constructed.

The meeting concluded at approximately 3:15 PM.